

ATLANTIC FISHERMAN

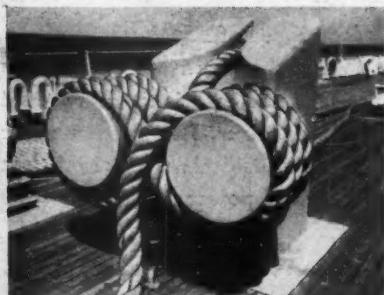
SEPTEMBER
1949

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and dependability . . ."

Captain Lester L. McMillan



After 12,000 hours of operation, cylinder wall wear averaged only .004" on the Model LM-600 Cummins Diesel powering Captain McMillan's drag boat *Shirley Lee*. At that time, the cylinder head was repaired and injectors rebuilt. The main and connecting rod

bearings and the rest of the engine showed no signs of wear.

Crab fishing out of Newport, Oregon, the 70-foot Cummins-Powered *Shirley Lee* uses 10 gallons of fuel per hour . . . has a cruising speed of 9 knots . . . top speed of 10½ knots.

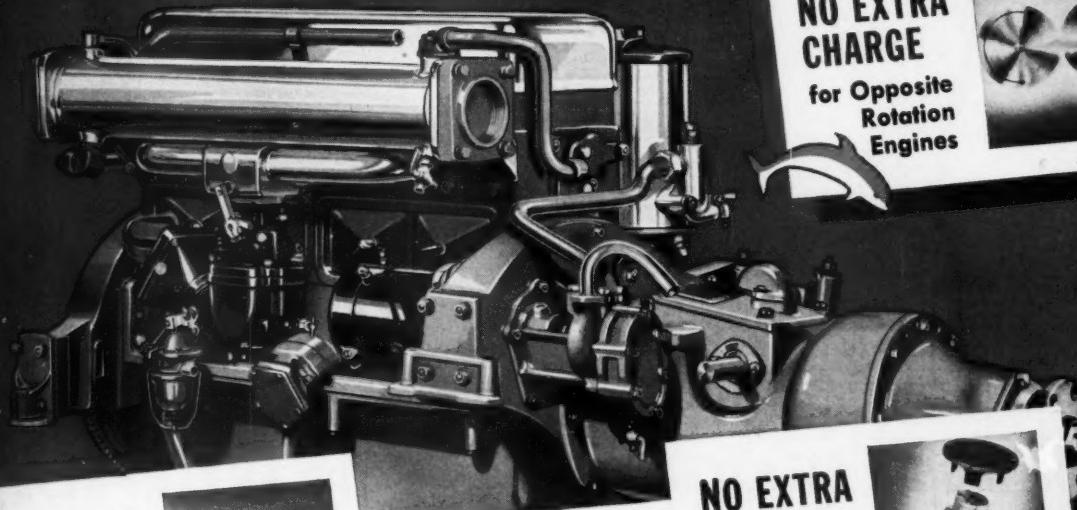
Captain McMillan has been operating boats for 20 years, and has had experience with several different makes of engines. His preference for Cummins Marine Diesels is typical of boat owners' first choice in power in fishing waters all over the world.

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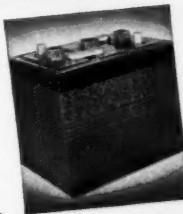
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you find you get more
from Chrysler*



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NO EXTRA CHARGE
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Opportunities for Fishermen With Technical Training

With the trend toward more elaborately equipped boats and more mechanized fishing procedure, the need for technically trained fishermen is greatly increased. In contrast with days gone by, when fishing was largely a matter of luck and intuition, present operations are conducted on a highly scientific basis.

Fishing craft of today carry many instruments unknown to fishermen of a century ago, such as radiotelephones, direction finders, electronic depth sounders, radar, loran, automatic steers, etc. In addition, modern fishing gear, while more efficient, is also more intricate and requires a thorough knowledge for proper use.

In order to compete successfully with up-to-date boats, fishermen must not only have modern equipment but should be able to use it to full advantage. This, of course, necessitates a complete understanding of the equipment and its possibilities, as well as familiarity with fishery resources.

Many schools now are giving courses for the benefit of those who are to follow the sea. In Stonington, Maine, students are being given practical training in boat handling, use of charts and compasses, piloting, nautical terms, aids to navigation, weather science and safety.

In Calvert County High School in Maryland there is a "Students Marine Conservation Society" which is studying the value of fish and shellfish production, changes in abundance and methods for maintaining a high level of production. A special project embraces the planting of two-acre oyster plots by each student for which records are kept on the growth rate, environmental factors, costs of cultivating and methods of marketing.

A special course for fishermen has been established at the Capetown Technical College in South Africa. Instruction is given in seamanship, signaling, types of gear, the making, repairing and preserving of nets, methods of fishing, principles of internal combustion engines, fish life, hygienic handling of fish, and utilization of by-products. For fishermen who are unable to go to Capetown to take the course, it is planned to send specially equipped boats or mobile units to fishing centers for on-the-spot instruction.

A series of evening lectures on fishery technical subjects is being given for fishermen by the University of Washington Fisheries School at Seattle. The University draws on industry leaders, State Fishery Department officials, and Fish & Wildlife Service technologists who give first hand information on the newest and best methods of operation.

Besides augmenting the knowledge of those already engaged in fishing, courses on fisheries work provide an excellent method for interesting the new generation in fishing as a career.

While the life of a fisherman is arduous, fishing offers many opportunities for the sturdy, well-educated man who is keen for the sea, and gifted with energy and the spirit of adventure. With all the conveniences now available, living aboard a fishing vessel is highly comfortable when compared with the days of sail. The monetary reward in fishing is often far greater than in many "white collar" shore professions.

With the huge investment now involved in fishing boats, owners are becoming more particular as to the men whom they place in charge of their ships. Heavy losses can ensue as a result of unskillful handling of equipment and lack of understanding of fishing technique.

There is a need for more men with a high degree of specialized education. Young men with determination, foresight and a knowledge of fishing grounds and boats will find there are good opportunities in the fisheries.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers
On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXX SEPTEMBER 1949 NO. 8

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Published Monthly by Atlantic Fisherman, Inc.
Goffstown, New Hampshire

25 cents a copy, \$3.00 a year



Member: Controlled Circulation Audit
and National Business Publications, Inc.



P. G. LAMSON
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Publisher

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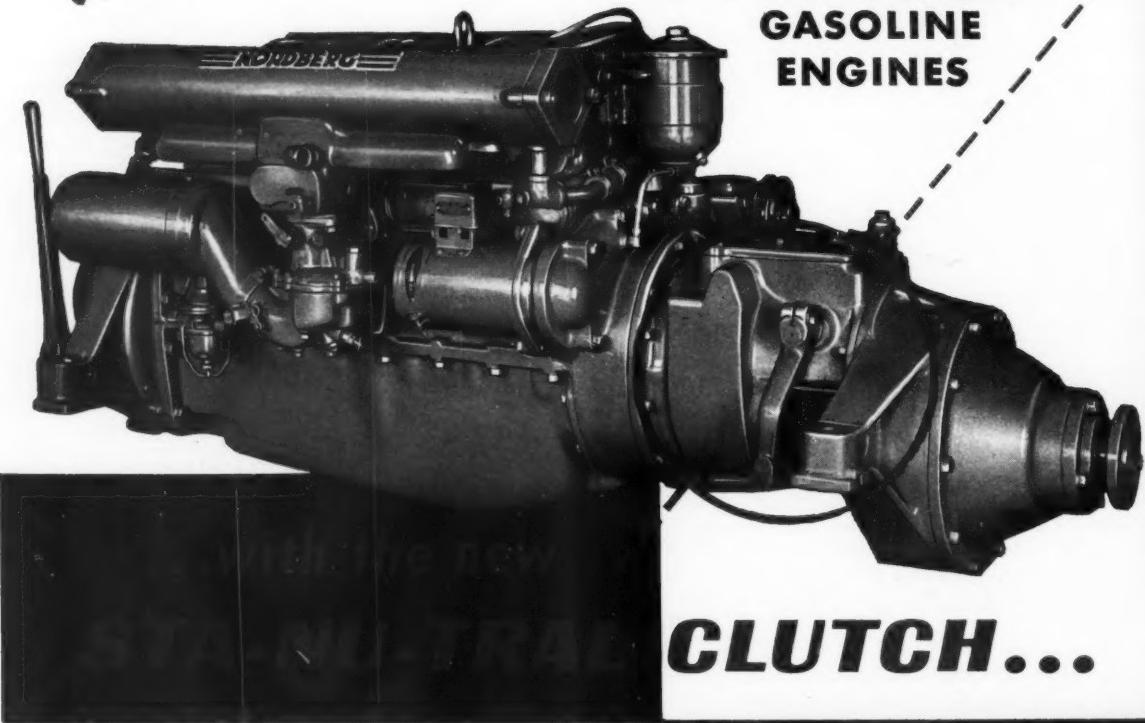
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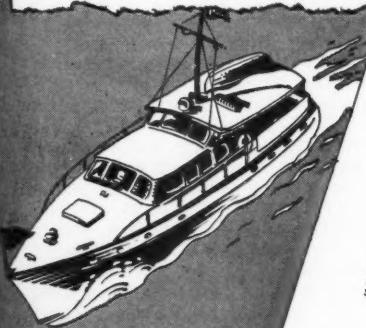
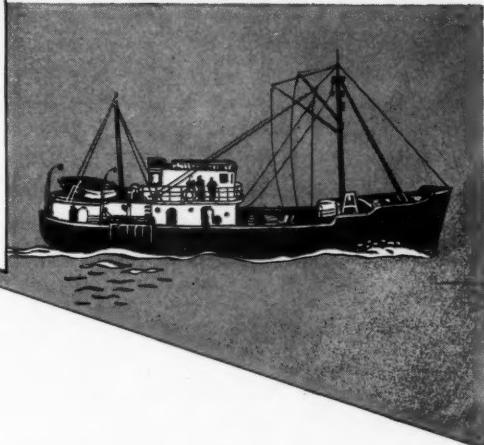
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Type of Boat..... Size.....



Sounding-Lead

FISHERIES TREATIES—The Senate unanimously ratified three fisheries treaties on August 17. Two of these involve the tuna fisheries of the eastern Pacific Ocean: the Convention between the United States and Mexico for the establishment of an International Commission for the Scientific Investigation of Tuna, signed at Mexico City January 25, 1949; and the Convention between the United States and Costa Rica for the establishment of an Inter-American Tropical Tuna Commission, signed at Washington May 31, 1949. The third, the International Convention for the Northwest Atlantic Fisheries, signed under date of February 8, 1949, covers the species of the Northwest Atlantic Ocean that are of international interest. Parties to the latter are: Canada (including Newfoundland), Denmark, France, Iceland, Italy, Norway, Portugal, Spain, United Kingdom and the United States, all countries that have a fishing interest in the area.

All three of the agreements establish commissions charged with the duty of scientific investigation of the particular fisheries. No regulatory powers are involved, although in the case of the Northwest Atlantic Fisheries it is anticipated that the individual governments may issue regulations upon recommendation of the commission.

Following the prompt action of the United States Senate, there is good reason to hope for early ratification by the other nations involved.

Dr. Wilbert Chapman, special assistant to the Undersecretary of State, told the 9th Eastern States Conservation Conference, held in Boston Aug. 25-26 that the Government might propose conservation measures to prevent depletion of the fishing grounds.

"Conservation measures will be necessary in the immediate inshore area in the banks nearest the New England fisheries," Dr. Chapman said. He asserted this probably would be done by limiting catches off Georges Banks.

HALIBUT CONSERVATION

Figures released by the International Fisheries Commission disclose that conservation has paid off in the halibut fishery. In 1931, there were 328 vessels engaged in halibut fishing compared to 744 vessels in 1948. In addition, there has been a four-fold increase in the one-man or two-man boats fishing for halibut prior to engaging in other fisheries. Landings are now at the rate of 30,000,000 lbs. monthly, when Area 2 and 3 are open, as compared to 6,000,000 lbs. monthly during the years prior to regulation.

LEGISLATION—Public Law 249, recently passed by Congress and signed by the President, authorizes a comprehensive and continuing study of shad of the Atlantic Coast for the purpose of recommending to the Atlantic Coast States through the Atlantic States Marine Fisheries Commission the necessary measures to be taken to arrest decline and increase the abundance of shad. An annual appropriation of \$75,000 has been authorized for a six-year period.

When the Senate passed the Interior Department's appropriation bill the week of Aug. 22, included was a new item of \$21,000 to expand the economic section of the Fish and Wildlife Service in Washington. Senator Warren G. Magnuson of the State of Washington introduced the amendment on the floor of the Senate and told how the economic work of F&WS has been greatly expanded and how additional funds were needed to hire more help.

Whether the Magnuson amendment will be retained depends on the outcome of a conference to be held some time after Sept. 21, when the House goes into session again.

Now in conference between the two houses of Congress is the Interior Appropriation Bill, which carries an amendment offered by Sen. Ferguson of Michigan to include \$256,000 for investigation of the sea lamprey. If this is approved, the Fish & Wildlife Service will be in a position to conduct an investigation of adequate scope.

H. R. 1746, to provide U. S. aid to States in fish restoration and management projects, with a committee amendment, was

passed by the House on Aug. 1. A bill to make effective the International Convention for the Regulation of Whaling was passed by the Senate on Aug. 9.

ECA AUTHORIZATIONS—Among the procurement and reimbursement authorizations announced on August 17 by the Economic Cooperation Administration, were the following for fishery products: \$456,000 for the purchase of fish and whale oils by the Department of Agriculture from the United States and Possessions for delivery to Bizone Germany by January 31, 1950; \$200,000 for the purchase of canned fish in the United States and possessions for delivery to Ireland by January 31, 1950.

ECA announced an authorization of \$162,000 on August 15 for the purchase of fish and whale oils from the United States and Possessions for delivery to Korea by January 31, 1950. The fish oil industry, which has been suffering from depressed prices, hopes that more ECA dollars will be used to help liquidate stocks that have accumulated.

The Army plans to stop buying fresh and frozen fish from the West Coast, for troops in Japan, purchasing in that country instead. The domestic industry is trying to block this, on grounds that it would cut across the provision in the Army appropriations bill that purchases should be made in the United States where supplies are adequate and can be bought at the going market. Fish purchases in the Northwest area by the Army for the use of overseas troops had approximated 60 to 75% of the total Army purchases.

LOCKER CONVENTION—At the Tenth Annual Convention of the Frozen Food Locker Operators in Chicago Aug. 28-31, industry and Government fishery representatives held a two-day panel discussion with the locker operators on the question of frozen fish and shellfish sales. Charles Triggs of Chicago served as chairman of the Fishery Committee. In the two-day panel discussion, John Fulham of Fulham Bros., Boston; Joseph Glancy of Bluepoints Co., Inc., West Sayville, N. Y., represented the fish and shellfish industry; and Dan Aska and Clifford Evers represented the Fish and Wildlife Service. Murray Wheeler of The National Fisheries Institute acted as moderator for the panel.

Particular points discussed with the operators were the advancements made in frozen fish products, also that they were increasingly available in all parts of the country, and the fact that the fishing industry was aggressively promoting its products with the consumer to build up a greater demand for all types of fish products. Following the panel discussions, Mr. Triggs gave a talk to the entire convention summarizing the panel discussion and particularly pointing out to them the tremendous possibilities which fishery products offered them for increasing their business in every section of the country.

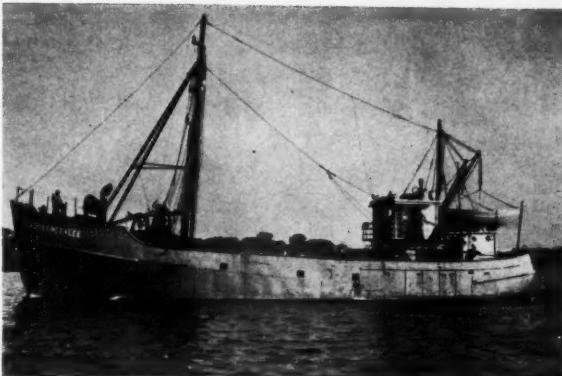
SO. AMERICAN MARKET—The Fish & Wildlife Service, after sounding out the domestic canned fish industry, is recommending to the Office of Foreign Agricultural Relations that the efforts of the latter be used to build foreign markets in South America.

Serious consideration is given to sending an American businessman on the tour of South American countries to establish markets for U. S. canned fish. Generally speaking, the South American program will be two-fold: one would be to study ways to lift artificial trade barriers which keep U. S. canned fish out of South America and the other would be to get a report on the fish cannery production in South America which is expanding to the extent that it is threatening not only the U. S. foreign markets but the American market, which is being invaded.

FAO COD SURVEY—The Food and Agriculture Organization of the United Nations (FAO) predicted August 28 that supplies of salted cod should increase soon. Latin countries in Europe and the new world buy almost the entire export of salted cod from Canada, France, (Continued on page 53)

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Another High-Liner, The Steel Dragger "Florence & Lee" of Gloucester Specifies Surrette Batteries

The 96' steel dragger "Florence & Lee" of Gloucester, skippered by Capt. James Sheves, is one of the consistent high-liners of the fleet. She recently was equipped with Surrette 8-HHG-25, 112 volt, 56 cell Special Service Marine Batteries.



Batteries are one of the most important pieces of equipment aboard. That is why more Surrette batteries are used in the high liners of the fishing fleet than any other make. Their modern design gives greater battery capacity with relatively smaller displacement. Surrette Marine Batteries cost you less to own because they are built for Marine Service and last longer.

Specify Surrette Marine Batteries for your next set. Write for the name of your nearest distributor who is prepared to give you service.

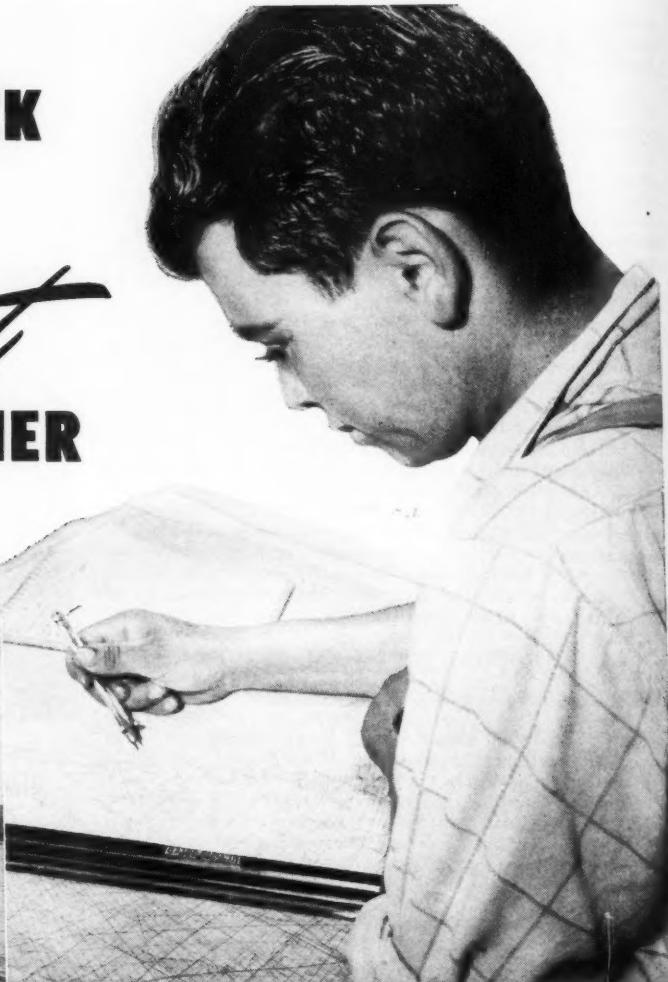
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►The *Joseph & Lucia* is also equipped with the Sperry Magnetic Compass Pilot for straight automatic steering getting to and from the fishing grounds, and remote control steering for maneuvering over the catch.

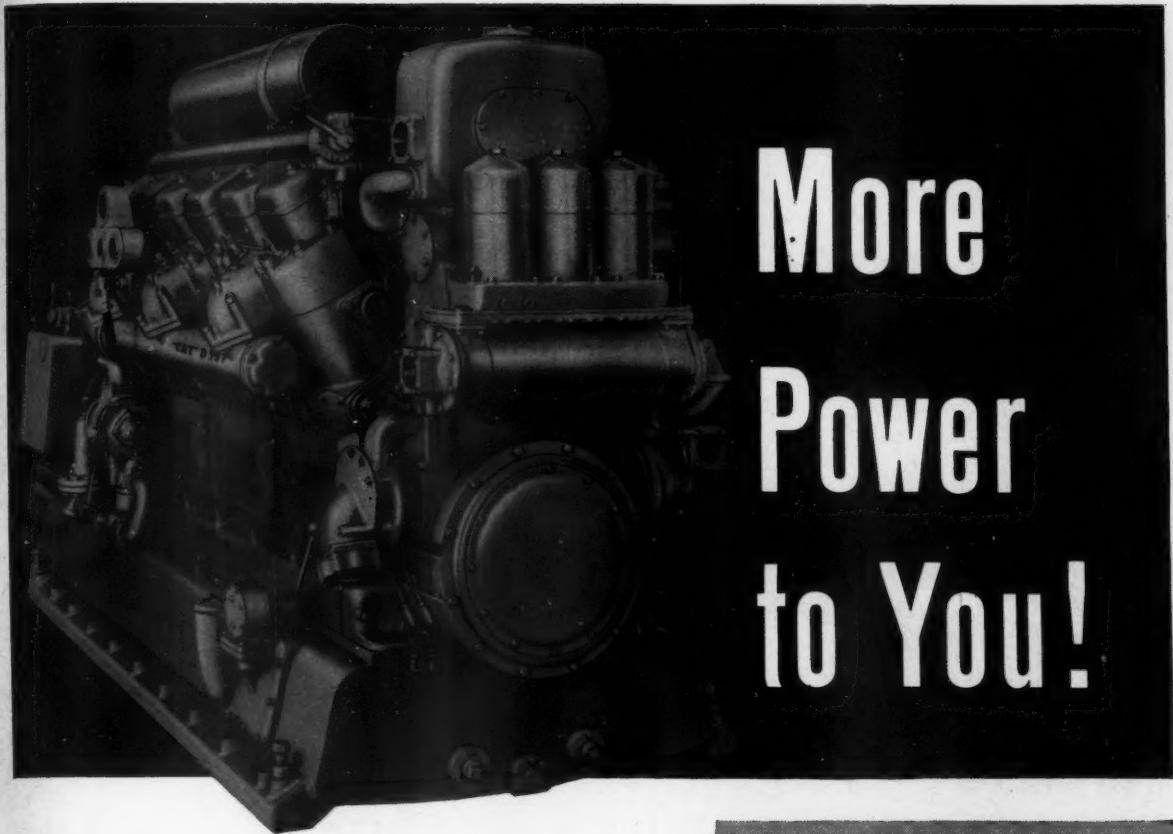
►Both Loran and the Magnetic Compass Pilot, now available to fishing craft, are backed by Sperry's extensive marine organization which assures the availability of spare parts and dependable service to all users.

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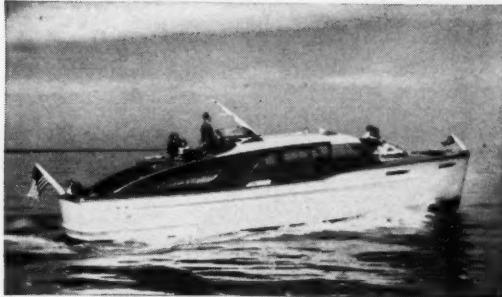
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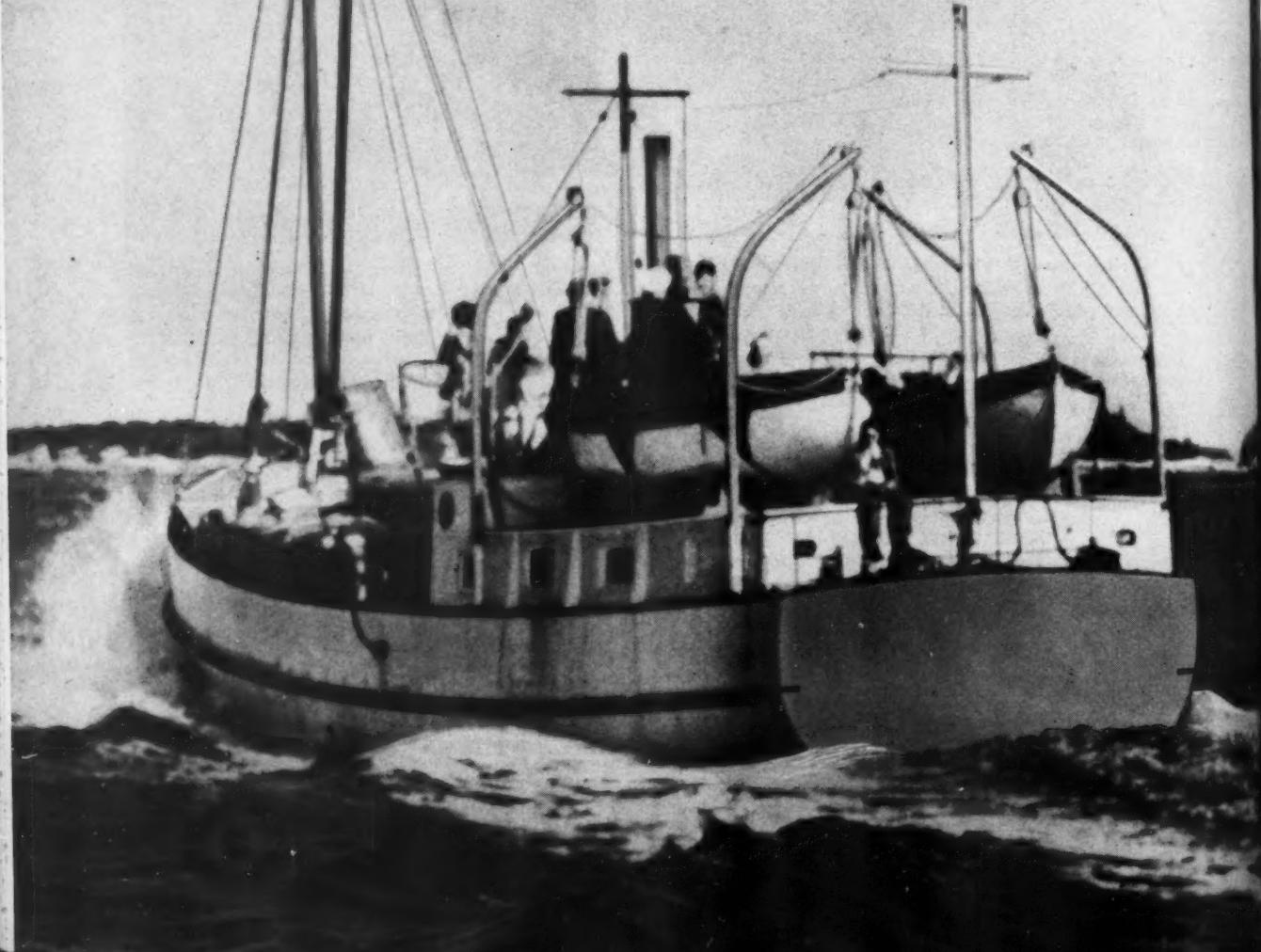
There's nothing like Fairbanks-Morse Marine Diesels for seagoing service. They offer the simplicity, fuel economy, swift response and maneuverability that are demanded of marine engines. They're truly *seagoing* power plants, designed and built exclusively for marine service . . . by marine engineers. For instance, there's the new Model 31 which features heavy-duty 2-to-1 reduction gears that allow the use of more efficient slow speed propellers, with fewer moving parts, full pressure lubrication, and interchangeable, precision-type bearings that are practically indestructible. This new Model 31 is just one of the complete line of Fairbanks-Morse Marine Diesels that are "at home" . . . at sea. Fairbanks, Morse & Co., Chicago 5, Ill.



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United Nations Hold First Resources Conference

World Fisheries Reports Cover Factory Ships, Overfishing, Catch Fluctuations, Undeveloped Species, Oyster Culture

OPTIMUM utilization of world seafood resources and the latest developments in this field were discussed at the first United Nations Scientific Conference on the Conservation and Utilization of Resources (UNSCCUR) at Lake Success, N. Y., August 17 through September 6. The conference brought together representatives of science from many countries, for the purpose of pooling existing information and know-how.

For the first time in the history of world meetings of a scientific nature, this Conference aimed at bringing out the inter-relationship of resources management and techniques so that means might be found to best conserve and utilize world resources.

Development of Latent Resources

Dr. Cecil Von Bonde of the Union of South Africa discussed latent fishery resources and means for their development. He said that in world fisheries, it appears as though their exploitation has reached economic maxima in certain specific countries, while there appear to be latent resources in others. Trawling is probably now being exploited to its maximum productivity and attention must be turned to pelagic fisheries. Evidence of latent potentialities appear in the Latin American countries, the west and east coasts of Africa, Australia, the Central Pacific, and possibly others.

Methods of exploration and development should be based on the combination of fisheries research work to be conducted by the proposed FAO Regional Councils for the Scientific Exploration of the Sea and such work conducted by each constituent country of each Council, Dr. Von Bonde said. Thus each country should have its own organization for dealing with its inherent problems and the knowledge thus acquired should, through the Regional Councils, be made available to the Division of Fisheries of FAO for dissemination to the United Nations.

While there is evidence of the existence of oceanic stocks of pelagic shoal fish such as tuna, pilchards and herring, nevertheless more research is necessary before arriving at definite conclusions, he added.

Active steps should be taken to increase fisheries production throughout the world to augment the deficiency in proteins in the present day diets. More attention should be paid to the utilization of plankton and the manufacture of by-products from waste materials, he asserted.

For international cooperation in exploitation, it is necessary to have international agreements on problems of fisheries conservation. He concluded that all maritime countries should be invited to contribute the views of their fishery experts on the extent of their known and latent resources so that they may be developed for the benefit of all mankind.

Anderson Discusses Freezing at Sea

In reviewing technological developments in fisheries, with special reference to factory ships in the United States, A. W. Anderson of the U. S. Fish & Wildlife Service said:

"If the results of a study of freezing fish at sea, which has been underway for some time by the Seattle, Boston and College Park technological laboratories of the Fish & Wildlife Service, continue to be favorable, a way will have been found to meet many of the problems of factory ship operation, especially in the fisheries for those varieties later entering into the frozen fish market.

"Filleting and freezing at sea is not feasible, at least on our present fishing craft, because of labor and operating costs, space and personnel problems, and the weather. Consequently, other means have been sought in an effort to produce the highest possible quality frozen fillets. Preliminary tests indicate that fish frozen in the round on the fishing vessel soon after catching can be landed in this condition, stored on shore for an appreciable period, later thawed and filleted, and immediately packaged and refrozen with a noticeable increase in quality over the usual product which is gutted at sea, iced, and then filleted, packaged and frozen on shore.

"Freezing aboard ship lessens the fisherman's labor at sea by eliminating all dressing of the catch. It permits the vessel to remain at sea until its holds are filled, and increases its fishing radius. Handling of the catch is simplified and may be mechanized to a considerable degree, particularly if freezing in baskets in brine wells is feasible. It may make possible the saving of trash fish, now dumped overboard, for sale to reduction plants on shore.

"Leaching out of nutrient materials, as now occurs in iced fish, through a combination of melting ice and pressure in heavily loaded pens, is eliminated. More efficient handling and unloading practices will prevail. Since frozen fish cannot be forked there should be no fork holes in the fish to provide an entrance for bacteria or cause discolored spots on the fillets.

"On shore, the reduction plants will benefit through an augmented supply of waste and the medicinal and industrial oil plants will again receive a full quota of livers. Processing plants should benefit even more because an adequate supply of frozen stock will always be available for filleting. Marketing fluctuations due to either a dearth or a glut of landings should be moderated, and shore labor in the processing plant should be able to work a normal week throughout most of the year.

"Compared with control samples gutted and iced in the usual manner, the round fish frozen at sea, according to preliminary tests, have a "sea-fresh" taste, a lesser trimethylamine content, and possibly may yield a greater recovery in fillets.

"It is possible a vessel may not freeze its entire catch. Economic and other considerations may dictate that freezing the first few days catch is sufficient. This, alone, would simplify the equipment necessary and reduce the space required, while at the same time improving the quality of that portion of the catch which brings a lower price and often adversely affects the market for the higher quality catch made during the last days of fishing.

"With so many apparent advantages, it would seem that freezing at sea may become a common practice, making our groundfish trawlers as complete converts to freezing installations as are our tuna clippers."

Fluctuations in Catches Explained

The variable nature of Norway's seasonal fishing for cod and herring was outlined by Dr. Gunnar Rollefson of Bergen, Norway. Cod fishery fluctuations in that Country have been found to be of three different types—yearly, short-time and long-time.

Yearly variations have been attributed to the behavior of fish due to hydrographical conditions and the effect on fishing effort of meteorological conditions.

Short-time fluctuations, three to five years of successive higher or lower average catches than the next following years, seem to be intimately connected with the numbers of fish born in different years, according to Rollefson.

As cod seek spawning grounds in greatest abundance when 10 years old, long-time fluctuations have been found to be governed by short-time fluctuations, and in Norway have followed 25-year cycles.

Fishing intensity is believed by the Norwegians to have had little effect on their cod fishery fluctuations in the last 80 years. They regard natural conditions lying outside the action of man as the determining factors, Rollefson pointed out.

In explaining the disappearance of herring from the Norwegian Coast over long periods, Rollefson explained that there are two possible answers. One that they occur elsewhere beyond the range of fishing fleets, and the other that the schools exist in a very reduced condition. Possibly hydrographical conditions prevent the herring from entering coastal banks for a period of years, in which case, spawning may take place in less favorable localities, thus reducing the number of fry which survive.

When the causes for the fluctuations in certain stocks of fish are recognized as due to changes in hydrographical and atmospheric conditions, Michael Graham of England declared, mod-

(Continued on next page)

ern research must attempt to achieve advance knowledge in order to predict the consequent natural fluctuations in the abundance of the resources of the sea. On the other hand, where fluctuations are regarded as imposed by the action of man, scientific investigation must propose necessary changes, he added.

Knowledge of the causes of fluctuations in abundance and ability to make accurate predictions of catch, according to Albert L. Tester of Canada, would greatly assist in formulating a management policy which would provide maximum sustained yield.

In this connection, a proposal by A. Vedel Taning of Denmark was advanced, suggesting that in view of the enormous commercial importance of the fluctuations of fish populations, a general international research program be undertaken to follow the long periodic changes in the sea.

Research on Fish Stocks

Offering a program of research on the use and increase of fish stocks, Dr. A. G. Huntsman of Canada said, "Research reveals difficulty in keeping the crops of fish from going to waste, even in an artificial reservoir, yet there continues to be a great fear of too few fish being left for spawning. If demanded, there should be research on whether or not more spawners are required for maintenance of stock."

"The idea that small fish should not be taken is firmly established in men's minds, but without proof of its effectiveness. If demanded, there should be research on whether or not it pays not to take the smaller fish so that they may be taken when larger and more valuable, if enough survive."

Dr. Huntsman added that planning should include the following:

1. Investigation of each of the more important fish as to most economical use of the accumulated stocks. Determination of the take per unit of effort that will be economical, taking into account all the factors that enter into the situation. In recognizing overfishing, the effect on the take of previous removal of fish should be distinguished from the effects of other factors.
2. Determination of the extent to which different fisheries depend upon the same fish, with a view to common action in economical management. Assessment of comparative values for different uses of fish taken by different fisheries (commercial and sport) from the same stocks.
3. If productive waters lack valuable kinds of fish, careful determination of whether or not the conditions are suitable for the kinds before making costly attempts to introduce them.
4. If there should be evidence that from most standpoints a valuable kind of fish could be much more abundant, investigation to discover for each body of water what limits its numbers with a view to using remedial measures if economic.
5. For increased takes, research on improvement in gear and in fishing technique and on location of unused stocks.
6. To provide a background for solving problems in capturing and managing a valuable species, systematic investigation of its response in movement, survival, growth and reproduction.
7. Study of the fluctuations in abundance of each valuable species (a) to avoid wrong inferences for fishery management, (b) to discover possible remedial measures, and (c) to predict what the fishery will be.
8. Study of the common environment for the fishes of each region, concentrating on the factors governing the distribution and abundance of the import species.
9. Improvement of techniques for accurate determination of the results of particular fishery experiments.

Advantages of Oyster Farming

Explaining the advantages of oyster culture as conducted in his country, Dr. P. Korringa of Holland said, "One of the main features of oyster culture is the withdrawal of the natural oyster beds from the free fishery and their disposition to private oyster farmers or companies for oyster culture. In the Netherlands this highly important change in management occurred in the year 1870, though at first not without strong opposition from short-sighted advocates of the old rights to free fishery. Leased to oyster farmers were both the original natural oyster beds and vast areas where oysters had never occurred naturally, owing to a lack of suitable objects for the larvae to settle on."

"The high level of development of the Dutch shellfish industry, which has led to great prosperity among those engaged in

the exploitation of the natural shellfish resources, may be attributed to the intensive inter-relationship and close cooperation of very different agents.

"The oyster farmers do not maintain their ancestral prejudices and methods, but are always eager to improve their methods and ever ready to utilize the results of scientific investigations. Their industry cannot be stabilized once and for all, since hydrographical, biological, social and commercial factors are likely to change gradually or suddenly.

"The Government lends them a helping hand by giving them biological advice as well as by assisting them with continuous biological research. This information is supplied to them through personal contact, bulletins and lectures. On the other hand, the oyster-men often come to the laboratory with their problems and observations. The result is fruitful coordination. Current problems as well as technical aspects thus receive the full attention of the scientific worker.

"The police officers who survey the beds possess a wide knowledge of and experience with oyster farming and often act as fatherly advisors to the oystermen. Further, they assist both the biologist and the bacteriologist in the taking of samples and the carrying out of field investigations. But for their technical assistance, many of the important results of the biologist's work could never have been obtained.

"The police patrol is controlled by the Fisheries Board of the Zealand Streams, which leases the parcels to the oystermen, and frames the necessary regulations. In this work the Board receives advice from its experienced police officers, who are sometimes technical fishery specialists rather than police officers in the usual sense of the word. Finally, the biological investigator also keeps in regular touch with the Board of Fisheries.

"This triangular inter-relationship: (a) shellfish farmers, (b) Board of Fisheries, and (c) biological investigations, in which the police officers ashore or on the water often act as mediators, ensures the highest possible standard of management of the Dutch shellfish resources, and is a safeguard against the use of wasteful methods."

Commenting on a visit to the U. S. last year, Dr. Korringa said: "Though interesting and modern developments were encountered here and there, my general impression is that in the United States the optimum production, both in quality and quantity, has not yet been attained. Proper management of the natural resources and the further development of potential possibilities are often completely rendered impossible by the oyster fishers themselves, who simply do not want to be converted into shellfish farmers. In many a place, enterprising oyster farmers cannot get hold of the most suitable grounds, these being reserved for an ancestral form of free fishery, and have to stand by and witness the gradual decline of many rich, natural oyster beds."

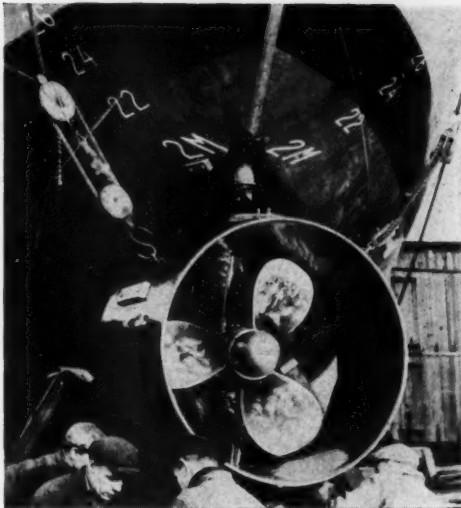
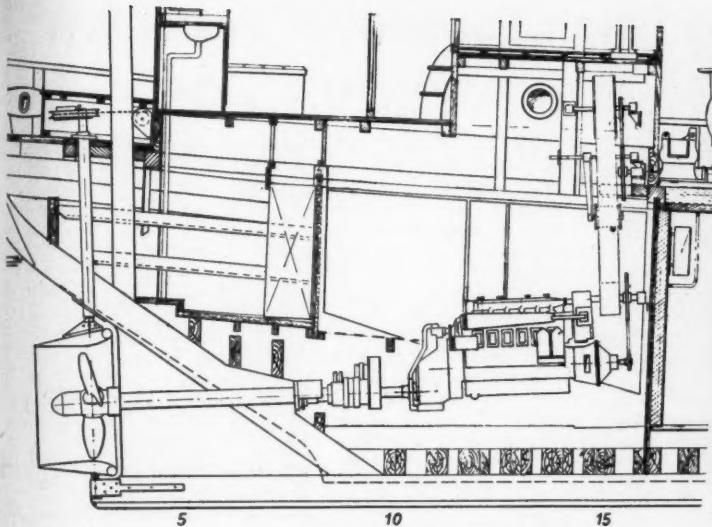
Large Areas Unexploited

With the help of charts, L. A. Walford of the U. S. Fish & Wildlife Service explained that the present world production of fish, except for waters contiguous to the USSR for which no statistics are available, is estimated at 17,690,000 tons annually. Two thirds of this production, he said, is used for human consumption, and one third for fish meal and oil.

Walford pointed out that 98% of the total fish catch comes from the northern hemisphere. This is due to the fact that there exists in northern waters a few species with extremely large populations and that consequently the great fisheries have been established in that area. Nevertheless, he continued, marine resources everywhere could well be further exploited. In the northern hemisphere, the fisheries which could best be expanded, he said are those for herring and cod. In the Bering Sea, for example, there are approximately 600,000 square miles of suitable bottom which are still unexplored.

John L. Kask of the FAO pointed out that knowledge as to the kinds of edible fish is still limited. In the United States, for example, he said, tuna fish have been recognized as food only in recent years. "It is fair to speculate," he declared, "that three quarters of the world's resources in marine fish have not yet been explored and that these represent an immense potential food supply."

Michael Graham of England added that abundance of herring and sardines is one of the greatest phenomena in the world. These fish, particularly important because of their high fat content, form 46% of the total marine fish populations, he said.



Left: inboard profile section of "Gérard Treca" showing arrangement of engine, controllable-pitch propeller, Kort nozzle rudder, and winch belt drive running from engine front power take-off. Right: propeller equipment being installed.

Controllable-Pitch Propeller with Kort Nozzle

Provides More Efficient Propulsion on Swedish-Built Dragger

By Philip Thiel, Jr., N. A.

SWEDEN, long noted for its advanced social planning and the superior quality of design in its manufactured products, has, in the recent delivery of the 66-foot dragger *Gérard Treca* for French interests, also achieved a position in the forefront of small fishing vessel design and construction.

A long series of Government-sponsored tank tests and studies by the young engineer, Jan-Olof Traung, naval architect of the Swedish shipyard A. B. Sverre, Gothenburg, culminated in the design and construction of an improved vessel with several unique features. Owned by the French fishing company, Les Pêches de l'Ouest Africain, the *Gérard Treca* is laid out for fishing on the coast of Dakar, French West Africa.

Writing of the hull form, the designer says, "The shape differs from ordinary (Swedish) fishing boats, with its very slim forebody, full midships section and rather full afterbody. In spite of the heavy weights of engine, tanks and steering house aft, no ballast was required for trimming down the bow. Some ballast, however, was fitted to get the right amount of transverse stabil-

ity, and the GM in light condition is two feet. The period of rolling, over and back, is now six seconds, which gives a soft and agreeable motion."

Propulsion Equipment

The equipment of greatest mechanical interest in this vessel is the main engine and propulsive equipment. Propulsive power is derived from a General Motors, Model 6071A, Diesel engine, driving, through a 3:1 reduction gear, a three-bladed KaMeWa controllable-pitch propeller, rotating in a Kort nozzle rudder. Inside diameter of the Kort nozzle is 43.2", the diameter of the propeller is 41.3", and the designed pitch of the propeller is 33". The pitch of this propeller can be altered by hydraulic means from the pilot-house.

To the writer's best knowledge, this is the first time that a commercial fishing vessel has been fitted with this combination of controllable-pitch propeller and Kort nozzle rudder. Fixed Kort nozzles are not too uncommon, particularly on our Western rivers, where they are used with fixed blade propellers and conventional rudders. A large Boston trawler some years ago was fitted with a fixed Kort nozzle, retaining the usual rudder, and the U. S. Fish & Wildlife Service research vessel *Albatross III* is now equipped with a controllable-pitch wheel. But this particular combination on the *Gérard Treca* is believed to be unique on a fishing vessel, if not, for that matter, on any type ship.

Since the controllable-pitch propeller and Kort nozzle accounted for about \$7,000 of the approximative \$45,000 this vessel cost, it will be worth-while to examine the reasons for their use.

Controllable-Pitch Propeller

Generally speaking, a propeller is a mechanical device that converts one form of power into another form; it receives torque horsepower from the engine, and it delivers thrust horsepower to the hull, to overcome the resistance of the hull (and tow), at a definite speed. The propeller will do this power converting most efficiently when it is specifically designed for a particular situation: that is, when its diameter, pitch, blade area, blade shape and sections are chosen to suit the particular conditions under which it has to work. These conditions which control the propeller design are the power of the engine, the rpm. of the shaft, the resistance of the hull (and the tow), the shape of the

(Continued on page 30)



The 66' Swedish-built French dragger "Gérard Treca".

Oyster Growers' Association Formed 41 Years Ago

Personalities Recalled by J. N. Thompson

IT was over 45 years ago that the far-seeing planters and shippers of, and dealers in oysters were beginning to see that only through unity and cooperation could their mutual interests be advanced and protected.

Previous to that time, each locality was a law unto itself, and its members knew very little about what the other fellow in another locality was doing, except when he sold at a lower price. Their world was small, like that of the oyster itself. The problems of one section were practically unknown to another.

As is now evident, such a policy would inevitably lead to chaos. So thought the progressive men in the business at that time, and they decided to do something about it. Consequently, some of the larger planters resolved to take the initiative and form an association for mutual protection through exchange of ideas and adoption of measures that would promote the interests of all.

Prominent among these pioneers were Henry C. Rowe, New Haven, Conn.; Capt. Frank Darling, Hampton, Va.; Capt. Rufus Miles and Isaac Ballard, Norfolk, Va.; Senator Homans of Rhode Island; R. R. Higgins and William Atwood, Boston, Mass.; Azel F. Merrell and Henry C. Elsworth, New York City; Andrew Radel, Sr., Roy Lewis and "Shang" Wheeler, Bridgeport, Conn.; Frank Mansfield and Ernest Ball, New Haven; William Killian, Baltimore, Md.; N. S. Ackerly and Stanley Lowndes, Northport, N. Y.; William Mills, Greenport, N. Y.; William Merwin of Connecticut; Thompson & Cole, South Norwalk, Conn.; Capt. H. I. Reynolds, Wickford, R. I.; Jacob Ockers, Fred Ockers, and Henry Vanderburg, West Sayville, N. Y.; Mr. Beardsley, Stratford, Conn.; and others whose names have escaped my memory.

Association Organized

One of the most powerful men in the oyster business at that time was Henry C. Rowe, who owned the largest acreage of oyster ground in the country and the biggest oyster plant. It was he who initiated the correspondence among the various growers that led to the first meeting of the oystermen mentioned above. At this meeting at the Old Ashland House, New York City, in June, 1908, the Oyster Growers and Dealers Association of North America was formed.

A rival of Rowe, not as an oyster planter, but as a speaker and organizer, was Senator Homans. Both men were formidable, but of opposite temperaments and dispositions.

Neither one would compromise his idea as to what the policy of the Association should be, and as to how it should be carried out.

Both Rowe and Homans wanted to be the first president, but neither had sufficient adherents to be elected. Hence, a compromise candidate was chosen, Azel F. Merrell. He reigned about five years and was succeeded by Henry C. Rowe, who

presided for another five years. Rowe was followed by William Killian for about 10 years, then Howard Beach for about 13 years, who, upon his death, was succeeded by James S. Darling in 1941, who has continued as president since that time.

The Association's first vice president was Capt. Frank Darling, who remained as vice president until his death in early 1941, and who was succeeded by his son, James, for two months, when the latter was elected president. James Darling was succeeded as vice president by Paul Mercer, who still reigns. The original treasurer was R. R. Higgins, who held office for about five years and was succeeded by the writer, who was treasurer for about the same length of time. His successor was Herbert Brown of New Haven, who held the job for many years, until his death, when Dr. Lewis Radcliffe took over.

The first secretary was William Atwood, who was succeeded after four or five years by Eugene D. McCarthy of New York City, the comedian of all conventions. Many a meeting was thrown into stitches of laughter by his apt witticisms. They always created a pleasant interlude to an otherwise serious meeting. McCarthy remained as secretary until his death. Later, Dr. Radcliffe assumed his duties, and in addition to his many other functions, still holds this office.

The first president, Azel Merrell, as mentioned, was a compromise candidate. He was made for the job, which at that time was mainly a healing of the wounds between the factions headed by Rowe and Homans. In a new Association, harmony, above all, was essential to carry it through its early stages, and Merrell accomplished this end with the help of Capt. Frank Darling, who was a great pacifier.

National Advertising

Then when Mr. Rowe assumed the presidency, the way had been paved for accomplishment of unity of action and progress along constructive lines. A National advertising campaign, pointing out the indispensability of oysters in the diet of the nation, was immediately instituted—and proved very successful. The beginnings of National and State cooperation in the problems of the industry were inaugurated. The force that Rowe possessed was being reflected in the forward strides the Association was making.

Then came Mr. Killian, who went into office before the first World War and successfully carried us through it. There were times, however, when only the Board of Directors met in place of the annual convention, due to war conditions. Because of the war, it might be said that the Association had to some extent retrogressed, and the death of Killian did not make this situation any better.

During the administration of Killian, a revolutionary change took place in the type of package used in the shipping of shucked oysters. Previous to that time, shucked oysters were shipped in a tub with a cake of ice in the center. As the ice melted, the oysters would absorb the water and lose a lot of their natural flavor and properties for which oysters are noted and eaten.

To remedy this situation, a company called Sealshipt, put out a container of galvanized iron in which the oysters were sealed. (Continued on page 37)



J. N. Thompson of George Thompson & Son, New York City and Greenport, only man living who was present at the organization meeting of Oyster Growers and Dealers Assn.



The 55' oyster dredge "L. R. Hand", owned by Geo. Thompson & Son, shown docked at the firm's plant in Greenport, N. Y. Skipped by Capt. Geo. Layden, the boat has a 1000-bu. capacity and is powered by a direct reversing 75 hp. Fairbanks-Morse Diesel.

Find Shark Resource Off Texas Coast

INVESTIGATION of shark resources off the Texas Coast by the Marine Laboratory of the Texas Game, Fish and Oyster Commission, in cooperation with Shark Industries division of the Borden Company, has revealed the existence of a supply adequate to support a profitable commercial fishery.

Early in June, C. A. Porter, of Shark Industries, aided by a boat and crew from the laboratory, began fishing in order to determine whether or not there were enough sharks to make such a fishery profitable.

In all, seven sets totalling 518 baited hooks were made, and 89 sharks, or one for every six hooks, were caught. For various reasons the livers and fins of only 68 of these were retained, but these totalled 3310 lbs. of liver and 320 lbs. of fins, valued at \$440.54 or about \$6.50 per shark.

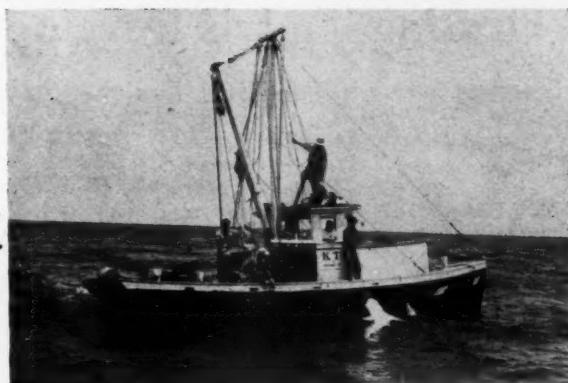
Fishing was carried on with a trot line of four-strand, $\frac{3}{8}$ " hard laid manila, approximately 2000' long, with $1\frac{1}{2}$ " rings fastened with $\frac{1}{4}$ " rope approximately 20' apart. Mustad $2\frac{1}{2}$ " straight hooks were used, connected to a 5', 1/0 galvanized chain. The chains were fastened to the rings by a combination snap and swivel. Thirty-pound anchors were used at each end of the trot line to hold it in place, and a locating buoy with mast and flag was attached to each anchor.

All sets were made over mud bottom, in from 10 to 14 fathoms of water, the bait being, in all cases but one, porpoise. The other set was baited with redfish and trout, as there were no porpoise available. However, these fish are too soft; and do not attract the sharks as well as does the porpoise.

Several things are apparent from this investigation. First, the results of the experimental work show conclusively that shark fishing on a commercial basis should be a very profitable business along the Texas Coast for producers of shark liver and fins.

Second, the 34' boat used was too small. Because of this, it was possible to use only 80 hooks on a line instead of the 300 used by a commercial sharker, who uses some 6000' or 7000' of $\frac{3}{8}$ " cable for a line, instead of the 2000' rope. With such gear, a catch of from 40 to 50 sharks per set is probably about the correct figure.

Third, the size of the boat prevented fishing far enough offshore to enter the really productive waters where the big sharks are. While it is true that the catch included one shark of 14' and another of 13', whose livers weighed over 200 lbs. apiece, the majority of the catch were small sharks, 8' or 9' long, and, because of the proximity to shore (8 miles), there was a high percentage of tiger or leopard sharks. These are low in vitamin content, compared with the big hammerheads and bull sharks.



34' boat "K T" used for experimental shark fishing off Texas.



The business end of a tiger shark caught in Texas waters.

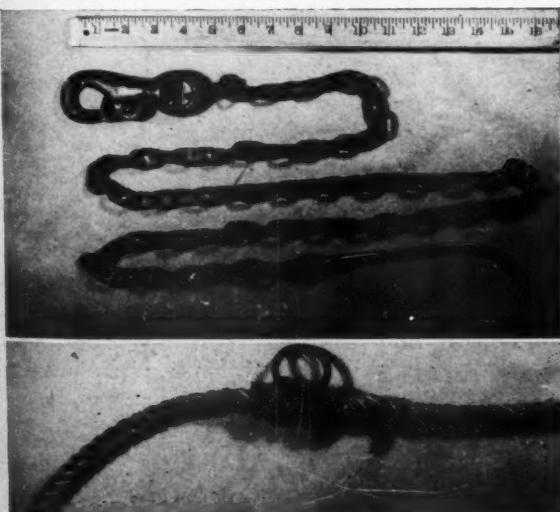
from offshore, and as a result there was comparatively little premium grade liver obtained.

Fourth, that there should be sufficient room on board to carry enough drums to sort the liver as it is taken. Livers should be separated by species and the livers of the females should be kept separate from the livers of the males, as the female liver is higher in vitamin content and generally commands a premium.

Fifth, that an improved method of obtaining bait should be worked out. At present all porpoises are harpooned, and a poor harpooner or wary porpoises can easily mean several days without bait. Of course, it is comparatively easy to harpoon the little spotted offshore porpoises if you can find them, but the big black fellows in the bays are another matter. Often it is hard to get them close enough to the boat to get them with a hand harpoon. There are, of course, light harpoon guns on the market, but their cost is high. Probably the most satisfactory answer to this problem is a heavy crossbow, capable of hurling a harpoon 20' or 30', and laboratory personnel are working on this problem.

The sixth point is that shark fishing can be carried on in weather when shrimp fishermen cannot operate. As a result this should furnish a profitable off season fishery to shrimpers who might not care to go into it on a full time basis.

One of the laboratory boat crews has been thoroughly trained in this type fishery, and any fisherman interested may go with them to receive instructions in methods and handling of gear. Information on the gear itself, how to make it and where to obtain it is available at the laboratory, along with data on markets and the handling of the finished product.



Top, a 2 1/2" Mustad hook with chain leader and swivel snap attachment, as used in Texas shark fishing studies, and bottom, the 3/8" rope line showing a ring to which hook was snapped.

Floating Trawls Developed for Mid-Water Fishing

New Gear Designed to Reach Untapped Resources

FISHING methods used all over the world for ages generally have been developed to exploit either bottom-feeding or surface-feeding species. Those inhabiting the waters in between have been relatively untouched for lack of efficient gear with which to catch them. Realizing this, fishermen, net manufacturers and researchers have been attempting to develop trawl nets which may be regulated to remain at any given depth, i.e., a depth at which electronic soundings show that there are schools of fish.

Such a net, if workable and efficient, might be used in the herring and mackerel fisheries in place of or in addition to drift nets and purse seines. It also would prove valuable in catching bottom species in areas now underfished because natural obstructions snag conventional trawls.

Danish Floating Trawl Successful

Officials of the Danish Ministry of Fisheries have pointed out that the floating herring trawl, invented by Robert Larsen, was a great success last Winter. However, they believe its success was due primarily to the fact that the Winter's unprecedent weather and current conditions caused schools of herring to appear near the surface of the sea where the new trawl could be used to an advantage. Nevertheless they admit that it may be useful in herring fisheries during certain periods of the year. Experiments are in progress to make it practicable also for use in cod and mackerel fishing.

In Iceland, Akranes fishermen have offered to test the floating trawl off the Snaefells Peninsula, where drift-net herring fishing usually is conducted.

On many occasions in Iceland, depth sounders have been unable to record the depth of the Faxa Bay area because of the extremely congested shoals of herring. It is problematical whether the Danish floating trawl could be employed effectively in areas where herring run in such tight shoals, as it is very difficult to control the amount of the herring taken into the trawl. Experience has taught the Icelandic fishermen that even purse seine nets will give way under the weight of herring.

However, these fishermen believe that a way could be found to control or to stop the trawl before it gets too full. The Icelanders think that the new trawl may revolutionize the herring fisheries by making it possible for fishing vessels to search for

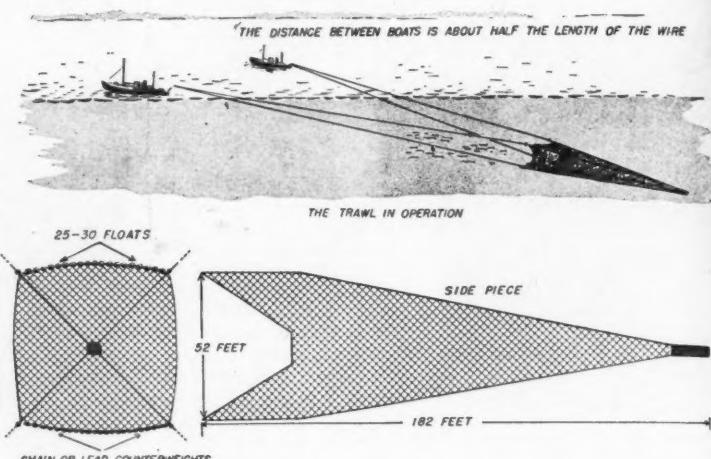


Diagram showing new Larsen trawl being towed by two boats, and elevation views of net.

herring all year round, as well as to operate in many coastal areas where herring have not been caught.

Specifications of Larsen Trawl

The Larsen trawl itself is about 36 fathoms long; the net is square shaped and 30 fathoms long; each of the four wings is 6 fathoms in length. The net is widest at its mouth, each side measuring 8 fathoms and gradually tapering to an ordinary bag. At its mouth, the trawl measures 256 square meters (2,755 square feet). The space between the wings at the trawl's mouth measures 2 fathoms, from which the wings gradually taper to a point. There are 30 meshes at the wings' narrowest point.

In order to keep the trawl open, either chains or leads are employed as counterweights along the lower edge of the trawl and buoyed by 24-30 floats on upper edge. The sizes of the meshes are 16 mm. (.62 in.), 34 mm. (1.34 in.), 46 mm. (1.81 in.), 58 mm. (2.28 in.), 68 mm. (2.7 in.). A 2½-inch rope is attached to all the edges, forming a loop at each corner where the sides converge. From the loop there extend four manila ropes, the upper two measuring 20 fathoms and the lower two 23 fathoms. These four manila ropes are again attached to two 1½-inch wires from each boat, one for the upper two and one for the lower two. Two 154-lb. weights are attached to the lower wires, i.e., those attached to the bottom sides of the trawl.

When in operation, the floating trawl is pulled by two motor-boats and the depth can be regulated by the speed of the vessels and by the slackening and tightening of the cables towing the trawl. An automatic depth meter indicates regularly the depth of the trawl. On boats using this new trawl, a crew of 8 to 10 is required.

Schatz-Trawler Fishes at Any Depth

In explaining his new type fishing gear, called the Schatz-Trawler, Friedrich K. Schatz states, "The tropical waters off the African Coast where I fish require a net swimming free in the water. Fish in these waters are most plentiful above coral grounds, but because nets would be torn to shreds by the coral, fishing with a drag net is impossible."

"The drift net is a stationary one, and only by chance may a school of fish be caught. The catching of fish by the purse seine depends on

(Continued on page 37)

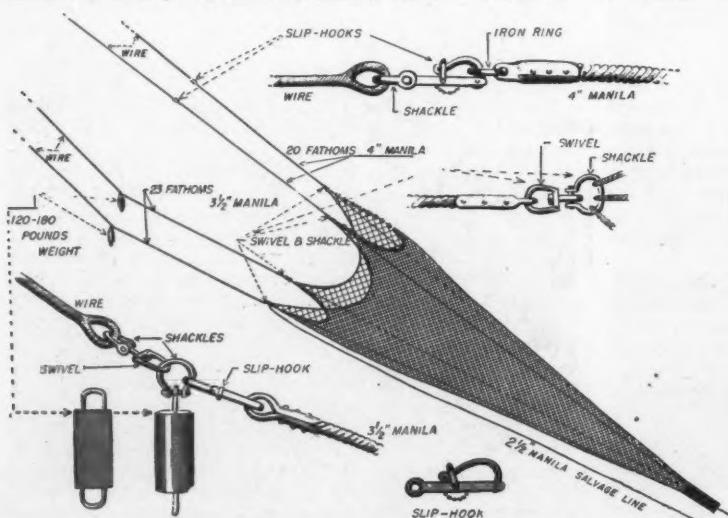
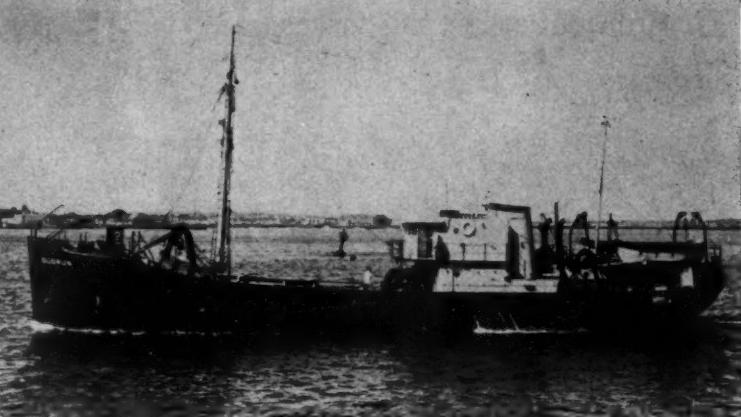


Diagram of new Larsen trawl in assembled position, and detailed views of fittings.



The 115' Boston steel trawler "Gudrun", recently repowered with a 1,000 hp. General Motors Diesel, and left, co-owner-skipper Capt. Axel Johannsson with his daughter, for whom the vessel was named.

Boston Trawler "Gudrun" Most Powerful in Fleet

THE Boston steel trawler *Gudrun*, recently reconditioned and repowered, now has the largest engine of any New England fishing vessel. It is a Model 12-278A, two-cycle, 12-cylinder, 1,000 hp. Diesel manufactured by the Cleveland Diesel Engine Division of General Motors Corp. In view of her greater power and higher speed, the *Gudrun* is rated one of the top trawlers operating out of Boston, despite her age of nearly 22 years. Fishermen estimate her working life now has been doubled.

Built at the Bath Iron Works, Bath, Maine, in 1928, the *Gudrun* was then known as the *Boston College* and owned by F. J. O'Hara. During World War II, she was taken over by the Navy, and subsequently acquired by Gudrun, Inc. Stockholders in this new firm include some of the trawler's crew members, with the skipper, Capt. Axel Johannsson, as main owner. The vessel is named after the Captain's 10-year-old daughter.

Registered dimensions of the *Gudrun* are 115' x 23' x 13' and her capacity is 300,000 lbs. of iced fish. Returning on August 2 from her first trip to the banks since repowering, she hauled for 101,500 lbs.

The new main engine has a Falk-Fawick air clutch drive and turns the Columbian propeller through a 2.28:1 reduction gear. It has increased the trawler's speed considerably, even without using maximum revolutions and power. Her normal cruising speed is 11 knots.

Electric pneumatic pilothouse control of the propulsion machinery gives the helmsman complete control of maneuvering the ship. Engine installation work and overhauling of the vessel and its equipment were carried out by the General Ship and Engine Co., East Boston, Mass.

In addition to the new main engine, two General Motors auxiliary Diesels have been installed. One is a 100 kw. Model 3-268A generator set for the trawl winch power, and the other a Model 3-71 unit for ship's service. The variable speed winch generator also can be used for ship's service if needed through a 3-way control on the switchboard. This generator is of 110 volts at 800 rpm., or 240 volts at 1,200 rpm. Exide 110-volt batteries are provided for starting the trawl winch generator as well as for lighting and power.

The 80 hp. General Electric winch motor, with power transmission to the winch on the forward deck, is located on a flat in the forward part of the engine room. There is a Barbour-Stockwell electric overspeed tachometer on the trawl winch motor, which automatically cuts off the motor in the event of excessive load. The electric trawl winch is a Model WJ80 New England unit, having a capacity of 655 fathoms of 13/16" wire per drum.

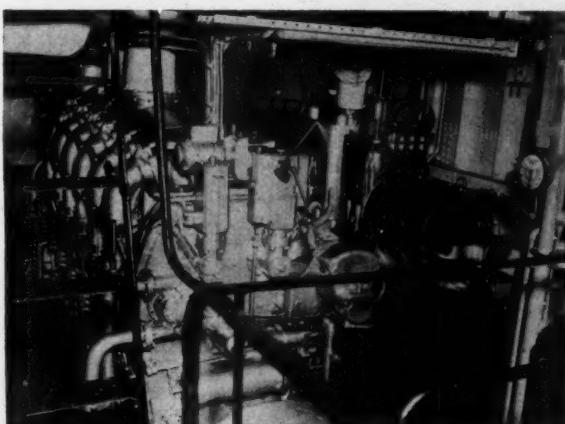
The two auxiliary Diesel generator sets are located on the starboard and port sides, respectively. Forward of the larger generator set is the emergency fresh-water pump, the filter for the main engine lube oil, the fuel oil transfer pump, and the

fuel oil day tank which takes its supply from the cross bunker located just ahead of the machinery space. Fuel is filtered through Fulflo filters before it goes to the day tank. Total fuel capacity in forward and after tanks is approximately 25,000 gallons, which gives the vessel a cruising range of 30 days.

A new emergency bilge pump has been installed on the after-starboard side, near the main bilge pump and suction manifold. For fish-washing operations, a new pump has been placed at the port side of the engine room, adjacent to the 200 psi. air compressor which is used for the main engine starting supply and the ship's whistle. Starting air tanks are located on the port side, as are the storage batteries and switchboard. A work bench is forward, while the ship's heating boiler is located at the after end of this compartment. Steam heat is piped throughout the ship from the central plant, and hot water is available in all quarters.

Accommodations include a large fo'c'sle to sleep 12 men, and four cabins aft provide for the mate, chief engineer Danny Meagher, assistant engineer James Clements, and the cook. One of the cabins has two berths, each has a wash basin. The captain's cabin is aft of the pilothouse, and there is a large combination galley and mess room in the deck house with oil-fired range, which has been fitted with new Preferred Utilities burners.

The trawler has a new Sperry loran unit, and is equipped with Kelvin-White compass, Bludworth direction finder, Model ET8012D, 75 watt RCA radiotelephone, and American Engineering electro-hydraulic steering gear. All fishing gear was supplied by Westerbeke Fishing Gear Co., and includes Wickwire rope, Wesco Cod-End Protector and Grimsby nets.



The new 12-cylinder, 1,000 hp. General Motors Diesel recently installed in the reconditioned Boston trawler "Gudrun".

Virginia Meeting Discusses Shortage of Croakers

At a meeting sponsored by the Virginia Fisheries Association and held at Old Point Comfort Aug. 18 for the purpose of discussing ways and means of determining the cause of the scarcity of croakers and other migratory fish in the Chesapeake Bay and the mid-Atlantic coastal areas, it was revealed that the Fish and Wildlife Service has agreed to send the *Albatross III* to investigate conditions. A preliminary meeting of North Carolina and Virginia fisheries experts had been held at Portsmouth Aug. 12 to discuss the problem, and topics were drawn up to be discussed at this meeting.

Quite a large number of fishermen from Mathews and Gloucester and other Tidewater counties and cities attended, and wholesale fish dealers from the Hampton Roads area were present. Officials of the Fish and Wildlife Service and allied organizations and of the States of Virginia and Maryland also attended.

Among those who spoke was Dr. Nelson Marshall, Virginia Fisheries Laboratory, who explained the biological study of the Chesapeake Bay now being made in conjunction with similar Federal and State organizations under the authority of a resolution adopted by the General Assembly of Virginia at its 1949 session. Dr. Marshall told of investigations of the temperature of the waters of the Bay and their chemical content and of silt deposits, and explained their possible connection with fish population. He also spoke of the necessity for statistical information as to fish production.

Dr. R. V. Trout, of the Dept. of Marine Biology of the University of Maryland, told the meeting that his investigations indicated an increased supply of croakers by 1951 and possibly by 1950.

Oyster Tonging Season Opens

Tonging on the Potomac River was to open on Sept. 15 and on the Rappahannock on Oct. 15. About 60 Tangier boats were to tong this Fall in Virginia waters—25 on the Potomac and 35 on Rappahannock.

According to reports, the outlook for tonging this season is good. Those who had already caught a few oysters said that most of them were large and fat, especially on the river beds.

Gloucester Area Catches Improve

Fish catches in the Gloucester area improved somewhat the middle of August. Will Burroughs of New Point landed 400 boxes of croakers one day, selling for \$16.00 per box. William E. Belvin of Achilles took 169 boxes Aug. 16 at \$17.00 per box.

Floyd Hall landed 300 boxes of croakers Aug. 22 and another 300 boxes the following day. Grover Hudgins had 200 boxes Aug. 24, and Max Owens, a haul seiner, got 300 boxes the same day.

Spot were quoted at \$10.00 per box and croakers at \$15.00 per box the week of Aug. 22. Due to the scarcity, the market has been fairly steady this Summer.

Tangier Hand-Nettters Doing Well

The Tangier hand-netters were catching from 400 to 600 peeler crabs to the man the latter part of August, but the crab potters were in a slump. For the past month they have been catching some fish in their pots—rock, croakers, blues, and trout. Hard crabs are worth \$5.00 a barrel, and peelers, 1½c apiece.

"Stick Water" Being Utilized

"Stick water", or press water, formerly allowed to run overboard as waste, is now being concentrated by Virginia menhaden plants, and the solids are sold to chicken feed manufacturers. Standard Products of White Stone and Reedville Oil and Guano Co. of Reedville have installed evaporators for producing the molasses-like end product which is marketed under the name

fish solubles. The evaporators are designed to evaporate 2,500 to 3,000 gallons of water per hour.

"Evelyn Kay II" Launched

The *Evelyn Kay II*, 64' x 18'5" x 12' workboat, launched Aug. 17, by Sidney Smith of Bena and his son, is believed to be the largest ever constructed in that area. Willie King of Severn is the owner of the new boat, which will be used for carrying oysters, crabs and other seafoods to market. The V-bottom craft is capable of serving as a deep-sea fishing boat, and is built to sleep five.

Menhaden Fishery Film

The menhaden fishery, largest in the United States and one of the most important in Virginia, soon will be brought to the attention of the Nation in a sound, color motion picture.

United States Fish and Wildlife Service and the menhaden industry are cooperating in the project. Production is expected to take one year.

A. W. Anderson, chief of the Commercial Fisheries Branch of the Service, said that the motion picture will have three general



The Tangier, Va. tonging fleet, getting ready for tonging on the Potomac.

objectives: (1) to increase the consumption of fish meal and oil, (2) to help the industry solve some of its public-relations problems, and (3) to make the general public aware that the menhaden fishery is the largest in the country.

Hampton Roads Area Landings

During August, fish production in the Hampton Roads area totalled 1,325,000 lbs., as compared to 897,000 lbs. in July, and 2,474,000 lbs. in August, 1948. Pound net landings accounted for 1,287,000 lbs. of the total. Croaker was the leading variety, with 530,000 lbs., followed by sea trout, with 323,000 lbs., and spot, 292,000 lbs.

South Carolina Freezer Enlarged

Freezer Plant Inc., was to take over the St. Andrew's Freezer Locker Sept. 1, and add 200,000 lbs. of freezer capacity, and zero temperature storage capacity for about 500,000 lbs. of seafood and produce, James A. Hood, president of the new Company, announced Aug. 27.

By adding the new storage capacity the plant will be converted to a commercial freezing plant, but private lockers will continue to be rented, Mr. Hood said. With the additional facilities, the plant will be able to care for the entire Charleston shrimp catch, which has been taken to Savannah for freezing. In addition to freezing, the plant will process shrimp, including heading, de-veining and peeling, if demanded.

"Christina" Sinks

The 65' shrimp trawler *Christina* of St. Augustine, Fla., caught fire and sank Aug. 18 five miles off the South Carolina shore.

The Charleston Coast Guard safely removed the three crew members, including Capt. Frederick Jones of Port Royal, S. C. All were slightly injured.

Great Lakes Whitefish Stabilize Production

Whitefish yields have offset the decline in lake trout production from Lake Michigan recently. Lake trout are now caught in the northern waters of the Lake where the fish are running between 2 and 3 lbs. in weight. Walleye, perch and chub production from the Green Bay waters has been above average recently. Whitefish production in Lake Michigan waters, however, is the real mainstay for the larger operators all along both shores.

From Lake Superior, fish production by commercial fishermen operating out of Michigan, Wisconsin and Minnesota ports has been reportedly good through the Summer months except for a slight decline in trout yields early in August. Ciscowet (deep-water) trout netters were operating gill nets at more than 100 fathoms and have made some sizable catches between Ontonagon, Mich. and Isle Royal recently.

Whitefish yields from Lake Superior have been normal, with pound netters catching the bulk of this species of fish. There was a decline in whitefish takes, however, during the last few days of August. The whitefish netters were aided by a price increase which brought the retail price level to 58c in the Lake Superior region.

Munising, Mich., lake trout trollers have had excellent returns this year. Some of the lake trout caught recently weighed as much as 38 lbs. apiece. Set hook line producers are getting steady yields of lake trout in virtually all areas of Lake Superior where this method is used.

Commercial fishermen operating in Lake Huron waters are reportedly getting fairly good whitefish hauls. Perch, sucker and mullet yields have been good and pike catches have been fair.

Pike yields from Lake Erie are still holding up well, according to local netters, with whitefish takes running average but noticeably spotty in concentrations. Perch yields have been good throughout the Summer, while other mixed fish have been about normal in their yields.

Hatchery Approved by Senate

The U. S. Senate recently passed a bill authorizing construction of a fish hatchery in Michigan's Upper Peninsula to cost \$325,000. Commercial fishermen and interested groups of Sault Ste. Marie, Mich. are making a strong effort to get the U. S. Fish & Wildlife Service to locate the proposed hatchery in the Whitefish Bay area of Lake Superior, where, they claim, conditions for a hatchery are ideal.

Fred W. Westerman, Michigan Conservation fish division chief, estimates that at an additional expense of \$15,450 the hatchery at Thompson, Mich., could incubate 20 million whitefish eggs and 10 million lake trout eggs, plant the whitefish and most of the lake trout as fry, and carry over and plant a million lake trout as fingerlings. The estimate, he said, is predicted on the cooperation of commercial fishermen in collecting spawn.



The 55' tug "Delos H. Smith II", owned by Grasser Fish Co., Grand Marais, Mich., shown breaking out of ice-locked port during the Winter. Skippered by Capt. Felix Pearson, she is painted with Pettit paint and equipped with a 165 hp. Gray Diesel, Twin Disc 2:1 reduction gear, and Willard batteries.



The 30' herring tug "Dawn" owned and skippered by Capt. Leonard A. Erickson of LaPoint, Wis. She is equipped with a Joes reduction gear, 20 x 18 Michigan propeller, and Linen Thread Co. Gold Medal nets.

Net Bill Veto Arouses Fishermen

Governor Williams' veto of a bill to allow commercial fishermen to lower deep trap nets to 100' in Lake Huron had been recommended by the Michigan Conservation Department and has provoked anger among Lake Huron fish operators as well as among certain legislators.

Commercial fishermen who were interested in the passing of the bill, asserted that they were entitled to be heard by the Governor, just as well as the Department.

Trap Net Boat Launched

At Manistique, Mich., where Brown Fish Co. of Whitefish Point, Mich., also maintains a fish plant, Brown recently launched a 36' all-steel trap net scow. The Company will use the 4-ton scow in connection with their whitefish operations on Lake Huron.

Two Boats Change Ports

Tony and Matt Jensen of Racine, Wis., operators of the fish tug *Grover Bros.*, have moved their fishery to Waukegan, Ill., from where they will carry on commercial fishing operations in Illinois waters of Lake Michigan.

Leland LaFond of Milwaukee, Wis., is back in his home port fishing for chubs. LaFond has an all-steel Diesel powered gill net boat and has operated out of several ports throughout the Summer.

Big Nylon Net Catches Cause Concern

At Erie, Pa., a special conference was held recently to decide the possibility of placing control on Great Lakes catches taken by means of nylon netting. The introduction of nylon fish nets has caused alarm among fishing operators who have large investments in cotton or linen fishing gear.

Some users of nylon netting say they have increased catches as much as 300%. One Canadian fishermen's association already has gone on record as favoring control of the tonnage of fish taken with these nets providing it is done on an international basis.

Dr. Van Oosten, chief of Great Lakes fishery investigations for U. S. Fish & Wildlife Service, Fred Westerman, Michigan Conservation Department fish division chief, as well as conservation officials of Canada, Ohio, New York, Pennsylvania and Wisconsin attended the conference. Commercial fishing operators and representatives of net manufacturers were invited.

New Lake Erie Coast Chart

Lake Erie Coast Chart No. 31 has been revised and a new edition dated June, 1949 is now available for distribution. The chart covers the east end of the Lake from Morgans Point, Ontario, to Sturgeon Point, New York, and includes Niagara River and Welland Canal.

Apply for Two New Piers in Lake Erie

Dan and Stefania Rogala, proprietors of the Don Rogala Fisheries, Erie, Pa., have applied for a permit to construct two piers in Lake Erie about four miles east of the Pennsylvania-Ohio State line.

Maine Herring Catches Show Improvement

If the run of herring in Eastern Maine waters continues as at the end of August, it will mean another record perhaps as great as the 1947 catch. Some of the weirs in Little Machias Bay were bringing in to their owners \$1,400 a day.

Production figures in Eastport's sardine factories, which had been lagging far behind the records established in 1946-47, started to climb the end of August as for the first time this season herring in any sizeable quantities were taken from Quoddy waters.

Arnold Vogl of the Riviera Packing Co. said that the herring situation had improved a great deal. He added that the bulk of the Riviera fish have been caught around Grand Manan and The Wolves, and that herring in the Portland and Rockland sections seem to have disappeared almost entirely.

Commissioner Richard E. Reed of The Sea & Shore Fisheries Department revealed Aug. 25 that his Department's view was that the scarcity of herring in Penobscot Bay was due to exceedingly warm water. He said that they had checked the records of water temperatures back over the years and found that the present season compared closely with that of 1939 when a poor herring year was experienced.

"Egg" Lobsters Planted Along Coast

Lobsters should show an increase along the Maine coast, as "egg" lobsters have been liberated from South Harpswell to Cundy's Harbor, from Biddeford Pool to York Harbor, and in Casco Bay.

A total of 2,031 lbs. of "egg" lobsters from Nova Scotia were liberated on the fishing grounds from South Harpswell to Cundy's Harbor; 1800 lbs. of seed lobsters were planted in the waters off Biddeford Pool, Cape Porpoise, Kennebunkport, Ogunquit and York Harbor; and 700 lbs. of seed lobsters were liberated in Casco Bay.

Boothbay Waters Yielding Quantity of Tuna

Commercial tuna fishermen started landing tuna in numbers from Boothbay Region waters the middle of August. Capt. Les Brewer of West Southport brought in two tuna Aug. 15, taken in the Sheepscot River, which weighed 540 and 532 lbs. He brought in three more tuna Aug. 16, all taken in Boothbay Region waters. These fish weighed 326, 478 and 490 lbs.

Capt. Benjy Lewis captured a 635-lb. bluefin off Seguin Island on Aug. 15. The bluefins were taken on hand lines and by harpoon.

The "Phil-Mar" from Virginia

The 83' *Phil-Mar*, owned by M. F. Quinn of Hampton, Virginia, which has been fishing out of Rockland this Summer under command of Capt. Robert Powell, Jr. of Rockland, is a con-



From left to right, Capt. Henry Gallant, skipper of the "Ocean Spray", owned by M. F. Quinn of Hampton, Virginia, which is now fishing out of Rockland; F. F. Quinn, part owner of the "Bobby & Jack" of Hampton, Virginia, now fishing out of Rockland; and Capt. Norman Stinson, skipper of the "Eagle" of Rockland.

verted Coast Guard patrol boat which was placed in service last October. She has a capacity of 85,000 lbs. and carries a crew of five, including Engineer John Cutchin of Hampton. The dragger is powered with two 225 hp. Gray Diesels, each driving a 38 x 32 propeller and giving the boat a speed of 10 knots. A unique feature of the boat is the use of brass sheathing on the outside of the pilothouse, which is insulated with cork. There are two bunks in the after end of the deckhouse. Equipment includes Bludworth direction-finder, Bendix depth recorder, Hudson American 80-watt telephone, Ritchie compass and New England winch.

Find Ambergris Worth \$15,000

Two Swan's Island fishermen recently found 100 lbs. of ambergris, believed to be worth about \$15,000. Abner Sadler and his partner, Everett Lamoine, found the ambergris while trawl fishing ten miles off Swan's Island.

Ambergris is a wax-like substance originating in a whale's stomach and valuable as a base for expensive perfumes. Only two other Maine findings have been reported in the Sea & Shore Fisheries Department's history.

Two Fishing Boats Lost

An explosion and fire Aug. 5 aboard a 45' mackerel seiner, anchored off the New Harbor wharf, ruined the boat. The explosion occurred as the crew started to pump out the craft, owned by Corliss Farrin, and they believed it resulted from gasoline fumes. Four South Bristol men were burned.

A 36' fishing boat sank Sept. 5 when it struck Old Horse buoy off Vinalhaven in thick fog. Perley Trask of Tennant's Harbor, the craft's owner, and a crew member, took to their dinghy and were picked up by Ralph Clayton in a lobster boat.

Measure Holds of Sardine Vessels

Measuring of the holds of all boats engaged in carrying sardines to cannery plants was to be started Aug. 16, James A. Boyle, State Sealer of Weights and Measures, announced.

Measuring of the boats is required by a law which the last session of the Legislature passed, stating that holds of all sardine boats had to be marked off in five hogshead intervals.

"Story of the Maine Lobster" Published

Publication of a 28-page booklet, "The Story of the Maine Lobster", was announced by the Department of Sea and Shore Fisheries.

Written by Robert Dow of the Department staff, the booklet is illustrated and covers such subjects as history of the industry, conservation, lobster culture, distribution and marketing, methods of capture and biology.

New Virginia Dragger Lands at Portland

A new Virginia dragger, the *Ocean Clipper*, landed her maiden trip at Portland on August 11. Owned by Capt. W. Wesley Mills of Seaford, Va., and skippered by Capt. Wilbur Riley of



The 83' dragger "Phil-Mar" owned by M. F. Quinn of Hampton, Va., which has been fishing out of Rockland, Maine this Summer under Capt. Robert Powell, Jr. of Rockland.

Gloucester Honors Its Lost Fishermen

Gloucester fisherfolk set flowers adrift on the ocean Aug. 15 to honor 10,000 comrades lost at sea in the past 300 years. For the first time in the 58-year history of the ceremony not a single new name was added to the roll of missing dead. Ministers of four religious faiths gave thanks to God that since last August no one from the seaport had been reported as missing, lost at sea.

Some 3,000 persons watched as Chaplain Orin Dice of the Fishermen's Institute walked from the familiar Fishermen's Statue to Blynman Bridge and then repeated lines made world famous through the motion picture "Captain's Courageous": "In memory of all our sons through all the years who have found their last resting place in the waters which wash every shore, we lovingly strew these flowers."

July Redfish Catch Shows Gain

Gloucester's fresh fish production in July was 24,646,200 lbs. in 421 trips, which is 6,500,000 lbs. less than that of July, 1948. However, the redfish catch for the same month, 20,634,000 lbs. in 210 trips, is ahead of that of July, 1948, by 1,437,000 lbs.

The total fresh fish production for the seven months this year is 128,162,800 lbs. in 2,005 trips, as compared with the 1948 total for the same period, 134,052,600 lbs. in 1,990 trips.

On Aug. 5 the catch averaged 133,000 lbs. of redfish per boat for 13 draggers. Capt. Albert Williams and crew in the dragger *Mother Ann* came through with the day's top landings when they hauled for 250,000 lbs. redfish.

Mackerel Scarce; Fishing for Other Species

Some mackerel fishermen changed over this season to fishing for porgy and redfish. One craft reported Aug. 16 with 160,000 lbs. of porgy. These arrivals helped to swell the total fresh fish production in Gloucester and helped to develop the dehydrating industry. Some believe that the seiners catching the large schools of pogies will help the mackerel situation. Gloucester mackerel production was next to nil in August.

Big Tuna Season Spurs Interest in Contests

How the tuna succumbed to the attentions of Gloucester commercial and sport fishermen this season is shown by the impressive total of 495 fish, weighing 222,871 lbs., landed at Annisquam from July 1 to Aug. 26.

William Stanwood was leading Aug. 26 in the Davis Bros.-Annisquam Market tourney with 56 fish, weighing 27,129 lbs. William Towers, in the boat *Isabel J.*, on Aug. 27 caught and landed at the Annisquam Market an 897-lb. tuna, the biggest reported to Aug. 29. The catch placed Towers in the lead in competition for the biggest fish entered in the Davis Bros.-Annisquam Market derby.

"Governor Al Smith" Sinks

Rammed by the heavy Norwegian freighter *Jan* off the coast of Nova Scotia Sept. 3, the 85' Gloucester dragger *Governor*

Gloucester, Va., the vessel was built by Stowman Shipyard of Dorchester, N. J.

Of Eldredge-McInnis design, the *Ocean Clipper* has dimensions of 84'2" x 17'6" x 9'6". Her fish capacity is 135,000 lbs. and she has 6 bunks forward, one in the deck house and one in the engine room.

Power is furnished by a Type GS, 355 hp. Cooper-Bessemer Diesel, which gives a cruising speed of 10 knots, with a 60 x 36 Columbian propeller. The dragger is fitted with an 8 hp. Lister-Blackstone Diesel auxiliary unit, 8" Ritchie compass, RCA 75-watt radiotelephone and loran, Bludworth direction finder, 110-volt Willard batteries, Hathaway winch and Shipmate oil-burning range.

New Edition of Nautical Chart

Publication of a new edition of nautical chart 1204 covering the Coast of Maine from Monhegan Island to Cape Elizabeth was announced by the Coast and Geodetic Survey, U.S. Department of Commerce.

The new edition represents a complete new compilation based on the findings of recent extensive hydrographic, topographic and wire drag surveys made by the Coast and Geodetic Survey.



The new 65' dragger "Little Flower" built by Bristol Yacht Building Co., So. Bristol, Me., for Capt. Sebastiano Serio and Michael Frontiero of Gloucester, Mass.

Al Smith went to the bottom in slightly less than five minutes, but her skipper and five crewmen aboard were saved.

Dragger "Little Flower" Launched

The 65' dragger *Little Flower*, launched by Bristol Yacht Building Co., South Bristol, on August 4, started redfishing out of Gloucester this month. She is owned by Capt. Sebastiano Serio, skipper, and Michael Frontiero, engineer, of Gloucester, and was christened by Miss Natalie Serio, daughter of the skipper.

The new craft is powered by a 6DCMR-1879, 171 hp. Buda Diesel with Twin Disc 2:1 reduction gear and front power take-off. For generating service, the boat has a one cylinder, 3 kw., Model BDG-38 Buda Diesel unit, crank wound with push button starting.

Built on the *Eastern Point* model, but lengthened 5' to give added engine room and fo'c'sle space, the dragger has a capacity of 70,000 lbs. and accommodations for 9 men. She is equipped with Hathaway winch and deck gear, Edson steering gear, 50 x 48 Columbian propeller, Shipmate oil-fired heating boiler and galley range, Kelvin-White compass, 100 and 150 lb. Danforth anchors, 32-volt Exide batteries for engine starting and lighting and is painted with International paints. Her Submarine Signal Fathometer was installed by Sargent, Lord & Co.

"Mary F. Curtis", "Magellan" Towed

Search and rescue officials announced Aug. 11 that the 101' Gloucester fishing dragger *Mary F. Curtis*, which had been ashore for three days, had been refloated and towed to Canso, N. S. Capt. Philip Giannino of Gloucester is skipper.

The vessel had been stranded on Man-o-War rock, off Grassy Island, since piling up there Aug. 6 while making a mercy dash to Canso with a crew member who had been injured at sea.

The 80' Gloucester dragger *Magellan*, which sprang a leak 180 miles east northeast of Boston, was towed to her home port by the Coast Guard cutter *Casco* Aug. 22. All hands were saved, as the cutter *Casco* picked up men from the dories to which they had taken when the *Magellan* had become disabled.

Capt. Sinagra to Head Whiting Association

At the third annual meeting of the Gloucester Whiting Association, Capt. Joseph Sinagra, owner-skipper of the dragger *Noah A.*, was elected president for the coming year, to succeed Capt. Anthony Favolara of the *Anthony & Josephine*.

Genoa Fisheries Opens Stall at State Pier

The Gloucester Community Pier Association Inc. in special session Aug. 3 granted a five-year lease, which started August 1, 1949, to Stall No. 5 at the State Fish Pier to Genoa Fisheries Co. Inc. of Boston.

Promote Frozen and Canned Fish

The Gloucester Fisheries Association announces a Fall newspaper advertising campaign to continue their intensive promotion of Gloucester frozen and canned fish and the distribution of the Gloucester Cook Book, "This Is the Way We Cook Our Fish."



The Mobile Bay shrimper "Billie Ray", owned and skippered by Capt. Everett Barnes of Bayou la Batre, Ala., shown with shrimp piled on her deck and another haul coming in over the side.

Gulf Shrimp Catches Generally Good

More than 400 barrels of shrimp were caught in Alabama waters Aug. 8, the first day of the shrimping season, according to an estimate by a representative of the Conservation Department.

The Department's office at Bayou LaBatre reported that more than 300 licenses had been issued to boats in the area, and it was estimated that not one of the boats which dragged for shrimp on the opening day caught less than a barrel and that some vessels caught more than five barrels.

However, some parts of Mobile Bay were yielding undersize shrimp—a condition that arises each year. Nevertheless, a haul made by one boat in the area between Beacon 18 and Middle-Bay Light yielded shrimp that counted 18 to 21 to the pound. The law requires that shrimp be large enough to count 40 or less to the pound.

Sidney Landry, chief seafood inspector for the Conservation Department, reported that the smallest bay shrimp now are in the Bon Secour area and the section around Deer River. He said seafood inspectors were advising fishermen to move out of such areas to other parts of the Bay where catches are larger.

Landry revealed that catches in Mississippi Sound count 21 to 36 to the pound, thus coming within the size limit.

Louisiana Shrimp Larger Than Usual

Thomas Holcombe of Indian Ridge Canning Co., Inc., Houma, La., reports that the size of the shrimp seems to be larger than is usually expected at the beginning of the season. He said that the catches were good, and expressed the hope that the size would hold up.

Leopold Blum of Blum and Bergeron revealed that the demand was "good", and that prospects for this season looked better than they did last season.

Pat Cheramie of Morgan City Canning Co., Houma, reported that the catch was good, and that the size was running from medium to large. The Louisiana shrimping season opened Aug. 8.

A six-week ban on commercial shrimping in inside waters was lifted Aug. 9 by Commissioner Ernest Clements of the State Wild Life and Fisheries Department. Clements had ordered shrimping in inside waters halted June 21, as the size of the shrimp being taken was too small and propagation was endangered.

Waters Closed to Shrimping

Due to the great amount of undersized shrimp in East Cote Blanche Bay and West Cote Blanche Bay, Vermilion Bay, Weeks Bay and White Lake, Commissioner Ernest S. Clements, State Department of Wild Life and Fisheries, ordered these waters closed to commercial shrimping beginning Aug. 19 and effective until further notice. The order did not apply to shrimp taken

as bait in the quantities allowed by law, and taken with cast nets, scoop nets or seines not more than 20' in length or trawls not more than 16' in length.

Enter Brown Shrimp Fishery

There is considerable interest in the brown shrimp at present in Louisiana, and reports indicate that this variety composes more than the previously accepted estimate of 2.5% of the total shrimp production. The catch per unit of effort in the Louisiana shrimp fishery has dropped during the past ten years; and as a result, craft at Morgan City, Berwick, Patterson, Franklin, Abbeville, and Delcambre are moving to Brownsville, Texas, to enter the brown shrimp fishery.

In Houma, Chauvin, Dulac, and Theriot, La., during the opening days of the 1949 Fall shrimp season, some good catches of medium-sized regular (white) shrimp were landed. Prices were not high, but good catches made up the difference. Thirty-count shrimp (heads on) brought \$35 a barrel, and 35-count (heads on) \$30 a barrel (210 lbs. to the barrel).

Mississippi Having Good Shrimp Season

Fair catches were reported by Biloxi, Miss. shrimp factories following the opening of the season Aug. 8, with both white shrimp and Brazilian shrimp being brought in. The white shrimp were being caught mostly in the Louisiana marshes, with the Brazilian variety coming from off the Mississippi Coast.

Catches were running from 25 to 35 per lb., and indications are for a good season.

The price of shrimp is the same as in 1948, ranging from \$30 to \$55 per barrel, based on size.

Gulf Production Shows Increase

Landings of shrimp, oysters and salt-water fish in the major producing sections of the Gulf, including Apalachicola, Fla., all showed increases during the first six months of 1949, as compared with figures for the same period of the previous year. The shrimp catch, totalling 94,100 bbls., was 5,000 bbls. more than last year. Landings of shrimp were heaviest in the New Orleans and Lower Mississippi River area, where the total was 21,500, trailed by Houma, Chauvin and Dulac, with a yield of 15,600.

Six months' totals for oysters was 606,600 bbls. this year, against 591,600 in 1948, or a jump of 15,000. The New Orleans and Lower Mississippi River area's 213,400-bbl. yield put that section in top position this year, while Biloxi, Miss. followed with 116,500.

Hard crab production declined from 7,241,000 lbs. in the first six months of 1948 to 5,364,300 this year. The New Orleans and Lower Mississippi River area accounted for nearly half of the 1949 yield, with 2,347,700 lbs.

A total of 4,327,200 lbs. of salt-water fish were brought to port during the six months, whereas only 3,337,700 lbs. were landed in the comparable period of last year. The Mobile,

The 54' shrimper "Old Glory" owned by Bourg & Voisin Sea Food Co., Dulac, La. She is painted with International paint and equipped with a 165 hp. General Motors Diesel, Twin Disc 3:1 reduction gear, 32 x 28 Columbian propeller, Willard batteries, Columbian rope, and Ederer nets.





The 53' Biloxi, Miss., shrimper "John Cruso" skippered by Capt. Joseph E. Seymour, left, and owned by William Cruso, right, of the C. C. Company. She has a capacity of 11 net tons and is powered by a 115 hp. Caterpillar D13000 Diesel.

Bayou LaBatre section led all others, with a catch of 1,777,700 lbs.

Representatives to Fisheries Commission

Representatives of the various States to the newly-formed Gulf States Marine Fisheries Commission, including the State conservation head, a representative of the Legislature, and a representative of the Governor, in that order, are as follows: Florida—Conservation Supervisor George J. Vathis, William J. Hendry, and Bryant G. Patton; Alabama—Conservation Director Bert E. Thomas, Thomas A. Johnston, III, and James H. Faulkner; Louisiana—Wild Life & Fisheries Commissioner Ernest S. Clements, E. J. Grizzafi, and Judge Leander H. Perez; Texas—executive secretary Howard D. Dodgen, Texas Game, Fish & Oyster Commission, James Phillips, and L. A. Kurtz.

Mississippi has yet to pass the necessary act permitting it to become a member of the Commission, but is expected to do so this Fall when its Legislature meets.

Alabama Expects Big Oyster Harvest

Conservation Director Bert Thomas of Alabama has predicted that as a result of an extensive planting program, the oyster take for the season which opened September 1 will exceed last year's bumper crop of 384,000 bushels. A survey made by Sidney Landry, chief seafood inspector, showed that the bivalves are well advanced.

Three reefs will be closed to tonging this year. They are Marsh Island, the west side of Coffee Island, and Bon Secour reef at the mouth of Bon Secour River in Baldwin County. Tonging will be prohibited in these areas because they are newly planted with seed and shell oysters.

Mississippi Coast Needs Laboratory

Dr. A. E. Hopkins, owner-director, Biloxi Oyster Laboratory, voiced the need for a marine laboratory on the Mississippi Coast in an address to the Academy of Science banquet at Ocean Springs, August 12.

He pointed out that Mississippi is the only Gulf Coast State without such a laboratory, and disclosed that Texas has two and Louisiana three. "We need a full time, full staffed laboratory to make fundamental studies of biological problems of our sea food industry," he said.

Dr. Hopkins stated that the laboratory would not only restore present seafood resources, but would help cultivate others. He said there is no reason why the Mississippi Coast shouldn't be a "tremendous market" for clams and scallops, and added that biological ignorance in cultivating scallops has in recent years destroyed this seafood product on the Coast.

Menhaden Catch No Threat to Other Fishing

In answer to a question by the Mississippi Seafood Commission as to whether or not menhaden fishing on the Coast damages other fishing interests, James Nelson Gowanloch, chief biologist of the Louisiana Department of Wild Life and Fisheries, stated that menhaden operations, properly conducted, did no damage at any time.

He said that deliberate attempts to use the menhaden purse seine to catch other types of fish had ended in failure. "There is no way that a purse seine could possibly catch minute shrimp," Gowanloch declared. "Furthermore, there is no way that the economic operation of a purse seine could destroy the nursery grounds for these shrimp."

To the question of whether or not a closed season on menhaden was necessary, he stated that it was not.

Smith Named to Sea Food Commission

Vinson Smith, Jr., of Long Beach, Miss., has been appointed a member of the Mississippi Sea Food Commission by Gov. Fielding L. Wright. He will succeed English Lindsey of Gulfport.

Pascagoula Plant Remains Open

The Fish Meal Company of Pascagoula, which was scheduled to close following a complaint by Moss Point citizens, will remain open, according to Harvey W. Smith, company official.

The Company operates 10 boats in the Gulf and employs 700 persons during peak season operation.

Louisiana Menhaden Season Successful

The menhaden industry of Louisiana, centered at Cameron, is having a successful season. Three menhaden plants are now operating in this area. This type of fishing in the Gulf is carried on relatively near the shore.

Filling Bohemia Gaps to Help Oyster Industry

The contract for filling in five gaps in the Bohemia spillway levee in Plaquemines Parish, La., was awarded Aug. 16 by the Orleans Levee Board, and work was expected to begin immediately. It is anticipated that the repairs will result in a major increase in oyster and other seafood production in that area.

Oystermen and conservation authorities have estimated that the erosion in the spillway within the past 10 years by repeated highwater levels of the Mississippi River has cost the State seafood industry several millions of dollars.

Avondale Launches Clipper "Excalibur"

Avondale Marine Ways, Inc., New Orleans, La., launched the 121' x 28' x 13'3" tuna clipper *Excalibur*, second of a series of three tuna clippers for the West Coast fishing industry, Aug. 10.

The vessel, built for San Diego, Calif. owners, is a sister ship to the recently launched *Sea Magic*, whose speed was clocked at 12.4 mph. on her trial run. She has a capacity of 224 tons of frozen tuna and a cruising radius of 10,000 miles. Quarters for the 13-man crew are finished in mahogany, with all conveniences. A special feature is a chapel for the crew.

Avondale expected to launch the tuna clipper *Santa Anita* the latter part of August.

"Black Mallard" Transferred to Louisiana

A bill transferring the vessel *Black Mallard* to the State of Louisiana for the use and benefit of its Department of Wild Life and Fisheries was signed by President Truman on August 16.

Maryland Has Abundance Of Crabs This Season

The year of 1949 will go down in history as a year when crabs were extremely plentiful for most of the season. The supply of soft and hard shell crabs which came into Crisfield the middle of August was almost unprecedented, and caused packing house employees and pickers to work overtime to process them for market.

There was some comment that hard crabs were not yielding too much meat, but when packers processed on the average about 100 barrels a day, the end result was to have a very good supply of crab meat of all grades. Fortunately, there has been a fair to good demand for soft shell crabs and for crab meat.

The use of the crab pot to catch crabs—the waters of the rivers, sounds and bay were dotted with these pots—was the generally accepted answer to the deluge of crabs. The mild Winter of 1948-49 also was credited with helping, for the reason that crabs were not drawn from the mud and washed up on the shores in large quantities as is the case in severe weather.

There are others who felt that the transplanting of sponge crabs to Maryland waters had a good effect in increasing the yield of crabs.

Oyster Season Opens

The oyster tonging season opened in some areas of Maryland on September 1, and was to begin in others on Sept. 15. The dredging season does not begin until Nov. 15. The packers and oystermen anticipate a good season.

This year, the State has about doubled its planting of shells, with more than half of them planted in seed oyster areas. 1,075,000 bushels of shells have been put down. By planting over half of them in seed oyster areas, it is expected that the catch of spat will be greater, and that seed oysters for transplanting will mature quicker.

So far this year about 310,000 bushels of seed oysters have been transplanted on public rocks and bars, and approximately 40,000 bushels sold to private planters. This is considered high, as it is generally agreed that sales to planters should never exceed 10% of the seed oysters handled.

Early oyster sets on test shells in most Maryland areas have been unusually good during the current season.

Seafood Production Gains

The seafood catch in the Crisfield, Ocean City, and Cambridge areas of Maryland for the month of July totalled 1,251,400 lbs., which represented an increase of 33,900 lbs. over June landings. The take included 829,500 lbs. of shellfish and 421,900 lbs. of finfish. Production of hard and soft crabs and crab meat accounted for 815,400 lbs. of the shellfish yield. The catch of shellfish was largest in the Crisfield section, totalling 702,400 lbs.

Landings of finfish were greatest in the Ocean City area, amounting to 348,700 lbs. Fluke (flounder) was landed in the heaviest volume of any species of finfish, with catches amounting to 177,900 lbs., followed by scup (porgy), with 133,600 lbs., and croaker, with 69,600 lbs.

Large Number of New Boats Documented

Increased interest in fishing as a livelihood in the Chesapeake Bay this year is shown in a report of the Fish and Wildlife Service which notes that through July 44 fishing vessels in this area received their first documents. During the entire year 1948 only 59 vessels were registered.

Want to Market Oysters All Year

At a meeting held at Annapolis during August, spokesmen for the Chesapeake Bay Seafood Packers Association asked the Tidewater Fisheries Commission to let them market out-of-State oysters and frozen Maryland oysters any month of the year. State law now forbids anyone to pack oysters between April 25 and Sept. 1.

Lionel Bennett, attorney for the packers, charged that the oyster season law is outdated. "As a conservation measure," he said, "it should apply only to Maryland oysters in the shell." The law was drawn up at a time when Maryland had so many oysters that none were imported from other States, and frozen oysters were unknown.

Haul Seining Under Way in Choptank

The Choptank River, closed to haul seiners May 16 to July 31, got a going over early August 2, and the results were characterized by fish buyers as "fair".

Haul seining became legal at midnight, July 31, and seven or eight boats from Cambridge and Secretary engaged in hauling on the first day. John Bell, Cambridge fish buyer, said that the average haul of four Cambridge boats was 30 to 40 boxes to the boat.

Shehan Appointed to Commission

Governor William Preston Lane, Jr. has appointed W. Mason Shehan, Talbot County, to the Commission of Tidewater Fisheries, and at the same time he accepted the resignation of George T. Harrison, who has been a member of the Commission for many years.

Capt. Hazard to Head Watermen's Association

The Maryland Commercial Watermen's Association, at a meeting held recently, elected Capt. Warren Hazard of Galesville president. The Association was formed in 1945 to protect and promote the interest of watermen State-wide.

I. T. Tyler Retires

I. T. Tyler, Crisfield seafood packer, has retired from business. Clifton Byrd of Crisfield has purchased the concern and equipment, and will continue the business.

Fish Cakes from Whole Redfish Demonstrated

Roger W. Babson, statistician and researcher, on a recent visit to the Gloucester, Mass., Times editorial office, unwrapped four fish balls, still warm, and invited his hearers to sample them. They tasted good.

Then he informed them that the fish balls were made from meal derived by putting a whole redfish through an experimental machine, in which he is interested. The machine, made by the Fish Machinery Corp., subsidiary of the Atlantic Coast Fisheries, grinds up the whole fish—head, bones and all, except for the "buttons" which are removed by hand. Mr. Babson's chef, an expert with fish, added some potato and cooked the fish balls.

"The whole redfish," said Mr. Babson, "contains the same proportion of mineral that the human body contains. Redfish fillets do not have this happy combination. Therefore, the meal made from the whole redfish is immensely rich in nutritional value.

"The machine, of course, by taking the whole fish, cuts costs of processing as well as producing a better product, nutritionally speaking."

Mr. Babson next exhibited one of the "buttons" that are removed from redfish. "The button is a parasite that digs into the redfish," he explained. "However, the parasite does not harm the redfish one bit. The parasite, once established for a free ride, gets its food from the ocean by means of a sponge-like formation. Some meal made from fish from which the buttons were not removed tasted just as good as the kind using debuttoned fish. But buyers don't like the looks of the buttons so they have been removed during the experiments, as they are in conventional fillet operations."

Better to Use Whole Fish

A great advantage that may be gained from producing redfish meal for fish cakes is the possibility that it may not have to be canned. The fish meal used for livestock is not canned. Perhaps the meal for making redfish cakes can be put up in bags that may be stored on shelves without refrigeration and without cans. The Babson chef suggested using dehydrated potato with the fish meal.

Redfish meal made from the whole fish would be superior in food value to codfish cakes made from the flesh only. With comparatively little labor ashore and convenience equal to any product of the milling industry, there should be a bright future in this field, Mr. Babson indicated.

As a final act he produced a jar of cod flakes, similar in appearance to corn flakes, and suggested that these might be fine for the making of chowder.

The year that got away—



LONG AGO, he'd planned the year, the day, the hour of his retirement.

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View of pilothouse on "Gérard Treca" showing curved plexiglas corner window.

Controllable-Pitch Propeller

(Continued from page 17)

hull, the position of the wheel with reference to the hull, and the speed of the vessel.

If we have a propeller properly designed for a particular condition, and we call on it to supply more push, because the vessel has taken on a tow, or is encountering bad weather, it is evident that we have a different situation, and to do the job efficiently, should have a different propeller, with perhaps a different diameter, pitch, blade area, etc. In service, about the only propeller characteristic that can be altered, with any degree of practicality, is the pitch. This is one of the chief reasons for the use of the controllable-pitch propeller. Fixed-blade propellers for towing vessels cannot satisfy both the "steaming" or "running free" requirement, and the towing requirement with equal efficiency, and consequently, some sort of compromise is necessary, with a resulting reduced efficiency and effectiveness of the vessel. By altering the propeller to suit the job, while the ship is in service, greater towing power or greater speed becomes possible.

Besides giving the opportunity of adjusting the propeller to the load, the controllable-pitch propeller offers definite advantages in maneuvering. With the engine running at full speed in one direction, the ship speed can be varied from full ahead, down through stop, to full astern; and since the engine is kept running at full speed, its full power output is readily available, and stalling is eliminated.

With pilothouse control, the engineer is freed of maneuvering responsibilities, and quicker responses with less chance of confusion result. Also, with less starting and stopping of the main engine, less cylinder liner wear, cylinder fouling, and fewer head failures from chilled starting air result. Finally, by means of slight pitch changes, dangerous or troublesome torsional-vibration critical speeds can be avoided at operating speeds. It should be noted, however, that it is the engine manufacturer's responsibility to provide a competent and thorough check of the torsional-vibration characteristics of the entire rotating system—engine, shafting, propeller, and shaft-driven auxiliaries.

On the other hand, besides the increased cost of this type of propeller, another disadvantage is the increased mechanical complexity, which means increased possibility of trouble and increased cost once damage occurs. However, much progress has been made to provide sturdy and reliable mechanisms, and besides use on several thousand landing craft, the controllable-pitch propeller has even been employed on icebreakers.

Kort Nozzle Rudder

Turning now to the Kort nozzle, it will be noticed from the illustrations that it is a sort of specially-shaped ring, or tunnel, surrounding the propeller. The theory is that this nozzle, by suppressing the contraction of the stream of water ejected sternwards in the propeller race, acts to increase the thrust, or push, that the propeller delivers. It is most effective under heavy loads, as in towing (a 20 to 30% increase in thrust is claimed in this case), but the increase is reduced to very little when the vessel is steaming. The presence of the nozzle also tends to

dampen pitching motion, and thus to make the vessel easier in a seaway. By using the nozzle as a rudder, the steering power of the vessel is improved, for some directional effect of the propeller race is obtained.

An extensive series of trials were run on the *Gérard Treca*. The condition of the vessel on trials was with full tankage but no ice or cargo. Keel drafts were: forward, 3.87'; aft, 8.52'; mean draft amidships, without keel, 5.475'. The displacement in long tons, salt water, was about 65.8, and the center of buoyancy was 5.55% aft of amidships.

The pitch-control lever has positions from 0 to 10 ahead, and from 0 to 10 astern. With the lever at position 10½ ahead, the speed was 9.75 knots at 1250 engine rpm., and the fuel consumption was 6.6 gals. per hour. With the lever at position 10 ahead and 1350 engine rpm., the speed was 10 knots and the fuel consumption 8.2 gals. per hour, but the engine was overloaded. With the lever at position 8 ahead, the speed was 9.75 knots without overloading the engine at 1500 rpm. and the fuel consumption was 7.9 gals. per hour. The maximum dead pull (zero ship speed) without overloading the engine was 2.36 tons at 1650 engine rpm., with the control lever at position 6.

Regarding service experience, the designer says, "After the first half-year's experience on the *Gérard Treca*, the owner has stated that the boat is a very good sea boat. The boat has fished from French fishing harbors both in the Channel and on Biskaya before it sailed to Dakar. The seaworthiness in the short waves of the Channel as well as in long waves on the Biskaya was extremely good, and the dragger did not ship any water on deck when encountering the waves.

"At the same time it was stated that the boat is speedier and has less fuel consumption than any similar fishing boat. The small fuel measurement tank used at the trials is still fitted in the engine room and the crew uses it every watch to have the consumption under control. They take keen interest in this, because the fuel costs are deducted from their shares. They usually run the engine at 1350 rpm. and the propeller at lever 9, and have logged on long distances 9.25 knots at 6.1 gals. per hour consumption."

Design and Construction

Built to the regulations of the French classification society, Bureau Veritas, this vessel is of sawn-frame construction, all oak, with the exception of the decking, which is Swedish pine. With hull dimensions of 66½' overall, 60' on the waterline, 17' beam over planking, and a molded depth (top of keel to top of beam at side) of 8.35' the hull scantlings are as follows: keel—7.86" x 9.05"; keelson—7.86" x 8.85"; shoe—7.86" x 2.48"; frames—double, 3.94" x 5.1", spaced 15.7" on centers; garboards (single)—2.24"; side planking—1.77"; bilge strakes and wales—2.36"; ceiling—0.983"; bilge ceiling—9.83" x 2.56"; clamps—one 9.83" x 3.74", and one 7.86" x 2.56"; welded steel knees—2.56" x 2.56" x 0.276" angle; deck beams—4.92" x 5.90"; decking—2.48"; bulkhead planking—0.984". Fastenings are galvanized iron, and particular attention has been given to their arrangement and the shift of butts.

The arrangement of the *Gérard Treca* is similar to that of the New England draggers, with fo'c'sle, fish hold, engine room and after cabin fitted in the hull. The fo'c'sle, entered via a small deckhouse containing the galley, is fitted for six men, with wardrobes, tables and benches. The fish hold is insulated with four inches of cork on the sides, bulkheads and underside of the deck, and besides the usual stanchions and pen-boards, is provided with an insulated hatch, and a set of cooling coils with an air blower. All mechanical equipment, as well as all the tanks, are located in the short engine room. The tankage is as follows: fuel oil, 1800 gals.; lube oil, 106 gals.; and fresh water, 360 gals.

From the main deck plan, it will be noted that the *Gérard Treca* is rigged with gallows frames to tow on both sides, and that the trawl winch is fitted with its axis fore and aft. Provisions for anchoring have been made through means of an athwartships drum for the anchor wire and a fairlead sheave on the mast and stem head. The trawl winch is driven by a belt drive from the front power take-off on the main engine, through a two-speed gear box on deck. An Edson-type bilge pump will be noticed on deck between the winch and pilothouse. The main mast is stepped in the fish hold just aft of the fish hold bulkhead, and the vessel is gaff-rigged on the main and after masts so that close-hauled sailing on the wind is possible.

New Jersey Gets Canning Firm

The F. H. Snow Canning Co. of Pine Point, Me., which packs chowder and other marine food products, will sublease the 22,000-sq. foot hangar at Cape May County airport. Lease arrangements were authorized Sept. 6 by the Board of Freeholders.

The Snow firm expects to begin moving \$40,000 worth of machinery and equipment to the airport site immediately. It is reported that the Company has completed a survey of the area and that contracts have been signed with commercial fishermen for the supply of seafood products. From 70 to 100 persons will be employed.

Gulf Stream May Be Moving Closer to Shore

Capt. James Muncey, skipper of the *Mart-Jean II*, commercial fishing craft out of Stone Harbor, has given credence to the rumor that the Gulf Stream is moving closer to the New Jersey shore. Capt. Muncey reports that while trolling for marlin approximately five miles off the Five Fathom lightship Aug. 13, he raised three separate schools of flying fish. He stated that he was fishing in waters of the same indigo blue experienced in the Gulf Stream off the Florida coast.

According to Muncey, dolphins caught in New Jersey waters in the past have averaged from 18 to 20" in length, whereas dolphins averaging between 40" and 50" are common this year.

Muncey advanced further evidence that the stream is moving shoreward in the cavailla jack fish and two small pompano he has boated this season. Such species were unheard of in Jersey waters prior to this year, he asserted. According to Muncey, more tropical fish have been caught in local waters this year than ever before.

Big Dolphin, Porgy, Sea Bass Catches

Fishermen at Atlantic City and all along the Jersey shore reported large landings of dolphin, porgies and sea bass on August 6. The *Sea Foam II*, a commercial fishing boat with some 50 sportsmen aboard, returned to port with 349 dolphin and 600 porgies and sea bass caught while fishing off the bottom some 14 miles off Atlantic City.

Island Inlets to Get Better Markings

The Coast Guard Service will improve the installation and operation of safety markings in the mouths of three waterway inlets adjacent to Long Beach Island.

The Service intends to re-install a bell buoy outside Beach Haven inlet; also a system of reflectors on all buoys leading into Little Egg inlet to provide safety navigation for boatmen. Red and green marker lights on the outer extremities of the two rock jetties at Barnegat Light will be installed and maintained at full strength. Plans call for re-locating the "A" buoy in Little Egg inlet to a distance closer to the lighted off-shore buoy to aid commercial boatmen in thick weather.



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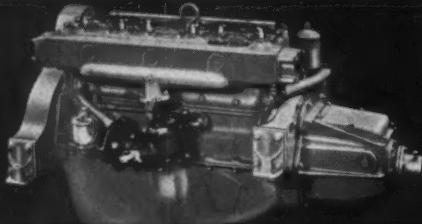


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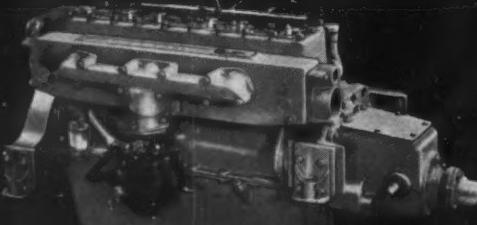
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Cedric Adams

"My present 46-ft. Chris-Craft, powered by two Chris-Craft Marine Engines, is my sixth, through 15 years of boating," writes Cedric Adams, nationally known radio commentator and newspaper columnist of Minneapolis, Minn. "My family of five lives aboard each summer, so we rely on your engines much more than do most boat owners. I can't say too much in favor of Chris-Craft Marine Engines—their dependability, their economy, their trouble-free operation and their smooth performance. They're truly the world's best buy in marine engines."

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Chris-Craft

MARINE ENGINE DIV., ALGONAC, MICH., U.S.A.

Florida Sponge Stocks To Be Surveyed

Arrangements have been made for a joint cooperative survey by the Fish & Wildlife Service, the Florida State Board of Conservation and the Marine Laboratory of the University of Miami for the purpose of securing information on the status of Tarpon Springs sponge stocks, and particularly to learn whether the reported "disease" conditions are as serious as some reports indicate. This pooling of resources and facilities will make it possible to carry on a much more comprehensive survey than would otherwise be the case.

According to F&WS, the success of the undertaking will depend largely on the cooperation received from the sponge industry itself, particularly in the way of furnishing the services of sponge boats and divers for the collection of material. The Service is assigning one of its own vessels to the survey, but this particular craft is not equipped for diving.

A bill to authorize the Secretary of the Interior to carry out a research and development program with respect to natural sponges and to provide \$250,000 for it, was introduced in the House August 19 and referred to the Committee on Public Lands. Also introduced at the same time was a measure providing for a study by the Bureau of Standards of the relative merits of natural and synthetic sponges. This was referred to the Committee on Interstate and Foreign Commerce. Similar bills were introduced in the Senate Aug. 25.

Shrimp Boat Ventilation Regulation

The increasing number of fires aboard shrimp and fishing boats in Florida has caused the Coast Guard to enforce a 1940 regulation requiring changes in the ventilation design of the vessels.

"There have been a lot of fires on these boats, and we suspect that lack of ventilation in the engine room is responsible," Lieut. Comdr. C. W. Quinby said.

Quinby has given the boat owners until December 1 to comply with the regulation, which requires all future boats with Diesel engines and gasoline auxiliaries to have two cowl-type ventilators leading to the engine room. The regulation will be rigidly enforced on all new boats being constructed.

Mullet Attracted by Vegetarian Food

Mullet, a vegetarian fish, could be attracted to a certain location if its favorite food were cultivated there, Robert Spencer Carr, assistant at the James Foundation at Fort Myers Beach, said Aug. 16.

The James Foundation was to foster experimental projects such as discovering the kind of seaweed and ocean plants best liked by the mullet, Carr said. Carr outlined the plan calling for experimentation with the feeding habits of the fish and then turning the information over to "applied scientists" who would plant marine food in certain locations to attract them.

Carr pointed out that the Foundation could now convert trash fish, such as the shark and jackfish, into a delicious, nu-



The 55' shrimper "George C. Marshall" and the "Anne H.", 65' long, both owned by Independent Fish Co., Mayport, Fla., and powered by 115 hp. Caterpillar D13000 Diesels.

WESCO COD-END PROTECTOR

Outlasts 20 to 25

Salted Green Hides

The Wesco Cod-End Protector will outwear 10 to 15 cod ends. Proven in actual use for 3 years, it has given 8 to 14 months' service, outlasting 20 to 25 salted green hides.

A new tanning process removes all bacteria from the hide, virtually eliminating deterioration. No preservative is needed, and the



Wesco Cod-End Protector on 71' Boston dragger "Diana C.", owned by Capt. Dominic Catanzaro, standing at right.

hide can be left on the net.

There is a Wesco Cod-End Protector to fit the nets of any size

dragger or trawler. It is made with uniform holes punched, ready to attach to your net.

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tritious and cheap food through special processes developed at the plant. He added that all fish have been used so far except the lady fish and the bonita.

Oyster Size Statute Defined

The law governing the legal size of oysters was reinterpreted on Aug. 30 to mean that oysters must measure 3" across the shell from the hinge at the widest point. The law reads that oysters measuring less than 3" from hinge to mouth cannot be taken, but State Conservation Supervisor George Vathis said the hinge is so close to the mouth that "no oyster could be large enough."

Florida Agar Firm to Build \$75,000 Plant

A \$75,000 plant at East Point, across the bay from Apalachicola, will be constructed by Florida Agar and Products, Inc., Arthur L. Tucker, Jr., president and manager of the Company announced.

The Corporation was to extract agar from seaweed, together with other chemicals yielded from marine grasses, Tucker said, and would employ 15 persons. The seaweed in the shallow bays along the Gulf Coast of Florida, he said, is productive of a particularly high grade of agar.

Oyster Bars Closed in Bay

St. Vincent's and Paster's oyster bars in Apalachicola Bay have been closed for an indefinite period. The bars need time for the oysters to re-establish themselves, George Vathis, State Conservation Supervisor, said.

Fire on the "Lynn Haven"

The *Lynn Haven*, 75' menhaden boat owned and operated by Capt. Willie Guthrie, sustained an estimated \$20,000 damage from a flash fire. Underway between her anchorage in the Fernandina harbor and the plant of Nassau Fertilizer & Oil Co., for whom the boat fishes, fire broke out in the engine room. After all available fire fighting equipment failed to halt the blaze, Capt. Guthrie ordered his crew to abandon ship and he went ashore with them in a perch boat.

Boston Has Big Landings

September 6 was one of the biggest days of the year at the Boston Fish Pier in point of receipts and easily the biggest in the number of arrivals. Receipts of groundfish hit 1,750,500 lbs., and the arriving fleet numbered 62, of which 53 were inshore druggers. It was the largest turnout of inshore craft of recent record, and they furnished about half of the day's receipts.

Included in the receipts were 357,000 lbs. of regular and 347,000 lbs. of scrod haddock, 125,500 lbs. of cod and 921,000 lbs. of mixed species. Despite the large receipts, prices were maintained fairly well.

High-line trawlers at Boston for the month of August were the *Drift*, with total hauling fares of 482,000 lbs.; the *Arlington*, with 478,900; and the *Maine*, with 452,500. All three vessels made four trips during the month.

Philip P. Manta

Philip P. Manta, prominent ship chandler, associated with the Commonwealth Ship Supply Co., Boston, and agent for the fishing vessels *Adventurer* and *Alvan T. Fuller*, died Aug. 31. Mr. Manta was well known along the waterfronts in Boston, Gloucester, New Bedford and Provincetown. He has been connected with the fishing business for 45 years.

Fuel Pump and Governor Service

G & K Diesel Service, 12 Atlantic Ave., Boston, Mass. now has complete facilities for overhauling and repairing all types of Diesel fuel injection systems, as well as mechanical and hydraulic governors. A fuel pump calibration stand is one of the many pieces of modern equipment available for testing and calibrating work. Immediate exchange service from stock is provided for General Motors Diesel unit injectors.

The Company is New England distributor for Demco fuel injection systems and authorized dealer for Winslow filtering systems and Bacharach compressor and nozzle testers. The firm is owned and operated by O. N. Goodwin and J. J. Pasciucco who have had many years' experience in Diesel engineering.

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*Reg. U. S. Pat. Off.



Keel condenser of a Walter Clean-Flo Cooler, installed on the fishing boat, VENTURA, of City Island, N. Y., owned by Capt. Sol Newman and partners. The tubing is seamless Monel (1 1/4 in. O.D. with 0.065 in. wall). Fittings are secured with Monel bolts, nuts and "K" Monel lock washers. Ventura's Monel propeller shaft has been in service for ten years. Her planks have been refastened with Anchorfast nails of Monel, driven between the old rusted galvanized fastenings.

Walter Clean-Flo Coolers made by G. WALTER MACHINE CO., 84 Cambridge Ave., Jersey City 7, N. J.



A Monel-tubed keel condenser installed on the 45-ft. tug, CHARLES E. GRAY, of Brunswick, Ga. The Charles E. Gray is also equipped with a Monel propeller shaft, and Monel hull fastenings.

Cooling system fabricated from standard I.P.S. Monel pipe, and installed by BRUNSWICK MARINE CONSTRUCTION CORP., Brunswick, Georgia.

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Long Island Expects Big Oyster Season

A fine crop of Great South Bay oysters was predicted Sept. 1, as the oyster season officially opened. The bivalves will be plentiful this year, of good size and succulent, thanks to the hot Summer and the lack of storms which usually cause some damage to beds.

The Bluepoints Co. has started harvesting oysters at Greenport, and the bulk of its business will be carried on there, as most of its beds are in this location. Officials of Bluepoints have opined that the outlook is good for a big oyster season. Great South Bay bivalves will pass through its West Sayville plant starting in October.

G. Vanderburgh and Sons, West Sayville, also has begun oystering for the season which extends through April.

Griek New Secretary of Fishermen's Assn.

At a special meeting of the Board of Directors on Aug. 19, Nicholas Griek, West Sayville commercial fisherman, was appointed executive secretary and treasurer of the Long Island Fishermen's Association. He succeeds Percy Hoek of West Sayville, resigned.

Fisherman Saved by Navy Doctor

Medical Officer Lt. Merrill A. Bender and an aide were transferred from a destroyer to a fishing boat in heavy seas in Block Island Sound Sept. 1 to save the life of an injured fisherman. John Parks of the crew of the fishing boat Edward J. McKeever, Jr. out of Greenport, N. Y., had suffered a severed wrist artery. Despite adverse sea conditions, the destroyer launched a small boat to take its medical men to the McKeever.

Sprague Tells Nation About Oysters

The Fishery Council succeeded in getting WNBC air-time for a National oyster broadcast heralding the opening of what is predicted to be the best oyster season in years. W. Elsworth Sprague, Fulton Market shellfish distributor, was interviewed on a program used for two radio shows, reaching networks of 100 and 141 radio stations.

General Motors Publicizes Fish

General Motors Corp. has aided in "moving" fish with publicity in its magazine, "GMC in the News", which shows a Fishery Council staff man displaying fish on the cover and devotes two pages, containing six photos to Fulton Market and its wares. The magazine is sent to approximately 250,000 truck operators throughout the United States. Jerome Kislik of Flag Fish Co. arranged for the Fishery Council participation.

"Edward J. McKeever, Jr." Repaired

The fishing steamer Edward J. McKeever, Jr., owned by the Smith Meal Co., struck a rock Aug. 30 while fishing off Montauk. The damaged steamer, which was leaking badly, was towed to Greenport by the steamer Montauk, owned by the same firm, and was hauled out for repairs at Brigham's Shipyard. It was found that in addition to a damaged propeller, the shoe attached to the keel had been torn off and five planks below the water line stove in. In 48 hours the damage was repaired and the vessel launched.



Capt. Ben Eldred with marlin swordfish caught by his 57' dragger "Capt. Mel" out of Freeport, N. Y.

Texas Shrimp Catches Show Increase

Gulf shrimping, following some lean weeks, is finally on the upgrade. Polo Ramirez, Herndon's Marine Products Co., Corpus Christi, on Aug. 29 said that shrimpers definitely were striking better luck than they had for some time. The *Cebu City* docked Aug. 29 with at least 1,400 lbs. of shrimp aboard, and most boats averaged between 1,200 and 1,400 lbs. apiece the last few days of August. He attributed the better shrimping to the calmer weather. He added that with September rolling around, white shrimp would be on the market.

The Corpus Christi area contributed about 32% of the entire Texas shrimp catch in 1948. To be exact, 5,883,921 lbs. of shrimp were sold by fishermen along that section of the coast.

Louisiana Shrimpers Bring Suit

A three-judge Federal Court will hear a suit in which 48 Louisiana shrimp fishermen seek an injunction which would permit them to fish within 10½ miles of the Texas coast.

Federal District Judge Allen B. Hannay on Aug. 25 denied the shrimpers a temporary order which would have allowed them to fish in these waters, and gave notice to Chief Justice Joseph C. Hutcheson, Jr., of the Fifth Circuit Court of Appeals, that the new suit had been filed. Judge Hutcheson is to name two other judges and hear the case in the near future.

The Louisiana shrimpers seek to prevent Texas from enforcing a new State law which sets the same license fee for all fishermen, but provides that Texans be given preference in a move obviously designed to keep Louisiana shrimpers out. That provision is strengthened by a further requirement that the number of fish to be caught be determined, and that a license quota be set. Attorneys for the Louisiana fishermen contend that the new law is equally as discriminatory as the one invalidated earlier this year.

Texas claims that the treaty by which it entered the United States set its boundary at three leagues (10½ miles) offshore in the Gulf of Mexico. The shrimpers' suit contends that this is unconstitutional, and that the State has jurisdiction only over a three-mile limit.

Marine Institute Holds Open House

Open house was held at the newly-completed Marine Institute at Port Aransas from August 25 to August 29 during which time hundreds of visitors inspected the buildings and docks constructed with funds appropriated by the University of Texas Board of Regents and the Texas A. & M. Research Foundation. Dr. E. J. Lund, member of the University of Texas faculty, is director of the Institute.

During the past two years, the Institute's staff has devoted much of its time to research on oyster mortality. Observation equipment has been set up at several stations in Copano and Aransas Bay waters.

Shrimp Fleet Blessed

Approximately fifty streamer-decked shrimp trawlers participated in Texas' first "Blessing of the Fleet" ceremonies at Aransas Pass, Aug. 13.

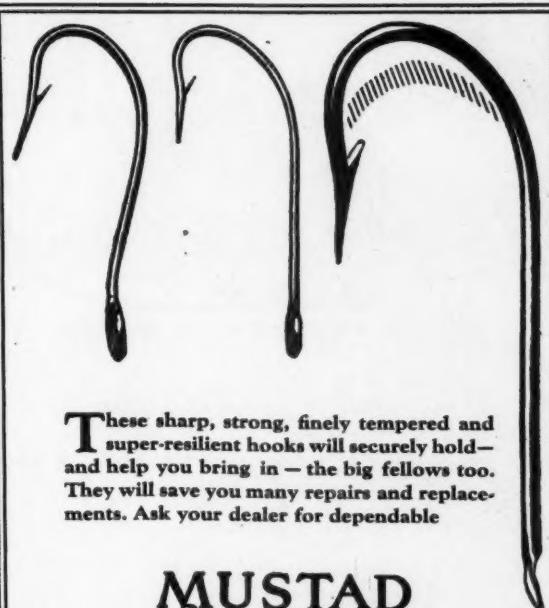
The decorated boats paraded along the waterfront at Conn Brown Harbor and received the blessing administered by the Rev. Fr. Charles Ordner of St. Mary's Star of the Sea Catholic Church. Several boats, in addition to the Aransas Pass fleet, came from other Texas ports to participate.

Reopen Pass Cavallo Channel

An emergency Federal grant for \$75,000 has been made for reopening the Pass Cavallo Channel, which is a natural Gulf outlet from Matogorda Bay. The shoaling of the outlet was believed to have been caused by the 1942 and 1945 hurricanes.

New Shrimp Trawl to Be Tested

A new type of shrimp trawl which may save millions of small fish and, in addition, save considerable time for shrimpers by culling the catch, was to be tested by the Texas Game, Fish and Oyster Commission's Marine Laboratory at Rockport during September on its boat, KT. The trawl was invented by Louis and Charles Guthrie of Morehead City, N. C. in 1946.



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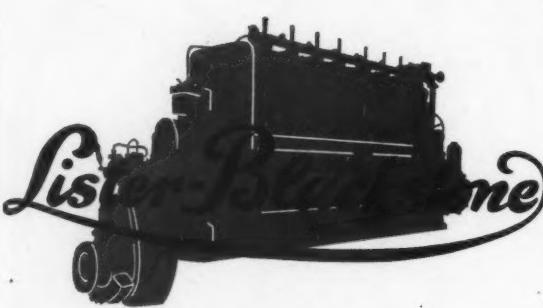
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Rhode Island Expects Bumper Scallop Crop

Early indications were that the first bumper crop of scallops in nearly five years is lying on the bottom of about a dozen Rhode Island bays, coves and salt water rivers, awaiting the opening of the harvest season Sept. 15.

The Fish and Game Division has located most of the big "sets". Whenever the Division's patrol boat, *Little Rhody*, operated over potential scallop grounds, her skipper, Capt. Archibald F. Arnold, and crew dropped a dredge over the stern. They towed the mesh "bag" at an extremely slow speed, hauled the catch which generally was heavy on each "drift", and after examining it, dumped it back overboard.

The patrol dredge found beds of scallops in Little Narragansett Bay at Westerly, some in Salt Pond; also, in the Sakonnet River, Spectacle Cove, Portsmouth; off Scalloptown in East Greenwich Cove, and Nannaquaket Pond, Tiverton. A better crop is expected this year in Salt Pond, but in Little Narragansett Bay the scallops seem to be mostly on the Connecticut side.

This year the old opening date of Sept. 15, instead of last year's opening date of Oct. 1, will be in effect to give the scallopers an even break with openings in neighboring States. The season closes Dec. 31 instead of Jan. 15.

Another law change prohibits use of tow or spreader bars for towing six to eight dredges simultaneously by power winch. Now they must be towed individually with the dredges not over three feet long. This, it is believed, will eliminate smashing young seed scallops.

New Galilee Dehydrating Plant

Approval by the State Division of Rivers and Harbors will signal the beginning of construction of a \$250,000 dehydrating plant at Galilee, for a new concern, the Point Judith Dehydrating Process Co., whose president is John Ryan of Boston.

The plant will convert fish into dog and cat food on State-owned land in a one-story, 50' x 170' building to be erected.

Southern Fish Unusually Plentiful

Southern-ranging fish have been invading Rhode Island waters in unusual numbers in recent weeks. Commercial fishermen have caught such specimens as file fish, burr fish, pilot fish, rudder fish, dolphins, sunfish, barracuda, marlin, and octopuses.

Delaware Shell Fish Board

Increases Activities

Delaware's State Commission of Shell Fisheries reports an increase in its activities during the fiscal year ending June 30. It is now engaged in increasing the size of natural seed oyster beds by planting oyster shells and cleaning the grass and mud from the beds that have not been used for a number of years. Experiments also are being conducted in Delaware Bay with the object of making new beds.

Private beds in State waters produced 475,000 bushels of marketable oysters at an average of \$2.25 per bushel, according to the report. Approximately 100,000 bushels of oyster shells were planted in different parts of Delaware Bay and its tributaries. In turn, some 650,000 bushels of seed oysters were taken from the natural beds in the Bay.

The Commission expressed disappointment over oyster production in the Broadkill River, where 50,000 bushels were taken during the year, compared with 75,000 bushels in the previous year. No improvement was seen in the Rehoboth Bay and Indian River Bay beds, which produced 50,000 bushels of marketable oysters in the past season. However, it is felt that the proposed channel from Rehoboth Bay to Indian River Bay would improve the condition of the oyster business in these two Bays.

Limit Length of Haul Seines

Action taken during the last session of Delaware's Assembly further limits the length of haul seines, while the capturable size limit of the rock or striped bass was increased from 11" to 12". Haul seines henceforth must not exceed 300 yards in length, as compared with the former 1500 yard limit.

Floating Trawls Developed

(Continued from page 20)

skill and fast work. When schools of fish are located by electronic soundings, a catch may be made only when the school is just beneath the surface of the water, as the seine will catch fish only to a certain depth. But fish that are between nearly the bottom of the sea and this certain depth of the net are hard to catch, except by line.

"My gear," says Schatz, "directs a drag net in such a manner that it will catch fish at any depth wanted, i.e., in the midst of schools that previously had been located, be they 10 yds., 50 yds., 100, and so on below the surface of the water, or close to the bottom."

Simultaneous Use of Several Nets Possible

On the Schatz gear, the heavy wooden doors of the trawl are dispensed with, as is the third warp above the top line of the net which serves to keep the net wide open. Thus, the resistance caused by this ballast is eliminated and a considerably faster pull is accomplished, saving power and, what is important, preventing the net from wearing out as quickly.

With this gear, the fish schools can be hunted regardless of weather and water depth. The boat can fish on both sides at the same time, continuing on its run while discharging first on port and then on starboard. It is even possible to use several nets below each other, so that in one drag a greater depth can be covered. A device has been developed which indicates rather accurately the result of the catch.

According to Schatz, the new-type gear is of surprising simplicity and reliability. It does not require costly arrangements on the trawler nor special skill or attention on the part of the fishermen.

The Schatz invention utilizes a float drawn by the vessel in such a manner that the net will be dragged through the school of fish. Height and depth adjustment of the net is done over the float by a device on board the vessel. As speedily as the net can be dropped the float will be put into operation, because the manipulation is quite easy and does not interfere with the operation of setting and hauling the net.

Oyster Growers' Association

(Continued from page 18)

That container was inserted in an outer wooden carrier and surrounded with cracked ice, not in contact with the oysters. The carrier and container were returned to the shipper after being emptied by the customer, and used continuously in this way until worn out. This carrier business flourished for several years until the present, more sanitary, single-shipment can was adopted.

Shellfisheries Commissions

Next to occupy the presidency was Howard Beach who had a more difficult task than any of his predecessors in keeping the Association together because of the nationwide oyster scare that broke out during his term. Beach was instrumental in bringing about the organization of the Shellfisheries Commissions of the various oyster producing states, and having them meet annually with our conventions. Another National advertising campaign was promulgated during his regime, and the Oyster Institute was founded. Through pronouncements by prominent Government health officials, brought about by intercession of Mr. Beach, confidence in the oyster was restored.

Later, the problem of adapting the conduct of the oyster business to the NRA was foisted upon him and the Association. However, through the able assistance of Gordon Sweet in the North and Capt. Frank Darling and others in the South, the task was progressing rapidly, when the Supreme Court declared the act unconstitutional.

Besides these things, Mr. Beach induced Dr. Radcliffe, former Deputy Commissioner of Fisheries of the United States, to take the post of our director. Radcliffe introduced the practice of sending out bulletins every few weeks, informing us of matters relevant to the oyster industry. They have kept us up to date on improved methods of operation, impending legislation, and other information which has helped us to improve our own businesses and increase the influence of the Association. These bulletins also have been an all important factor in cementing the Association between conventions.

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Fish Landings for Month of August

(Hailing fares. Figure after name indicates number of trips.)

NEW YORK

Blackhawk (1)	14,000	Katie D. (1)	45,000
Felicia (2)	112,500	Teresa & Jean (3)	143,800
John G. Murley (3)	771,000		

Scallop Landings (Gallons)

Ballantrae (1)	700	Norseman (1)	1,000
Beatrice & Ida (1)	900	Olive M. Williams (2)	1,100
Benjamin Brothers II (3)	2,600	Peerless (2)	1,200
Buzz & Billy (3)	2,800	Quest (2)	1,550
Catherine C. (2)	2,019	Rainbow (3)	2,400
Choctaw (2)	704	Reid (Conn.) (3)	2,800
Content (1)	400	Richard Lance (1)	906
David A. (1)	1,000	Rockaway Belle (1)	706
Demand (1)	725	Rosalie F. (2)	1,750
Falcon (1)	750	St. Rita (2)	1,825
Florence B. (1)	1,025	S #31 (1)	900
Friendship (3)	2,900	Sonya (1)	600
Gloria F. (2)	2,000	Sunapee (2)	1,800
Hazel S. (2)	850	Venture (1)	600
Julia K. (2)	1,200	Victoria (2)	1,500
New Bedford (2)	1,343	Whaling City (3)	1,950
New Dawn (2)	1,625	Wm. D. Mangold (1)	650

PORTLAND

Alice M. Doughty (4)	218,700	Lilo (10)	164,700
Althea (3)	113,400	Luis T. (1)	18,100
Andarte (2)	205,000	Manchinoch (2)	158,400
Annie Louise (1)	19,400	Mary & Helen (8)	162,900
Araho (1)	80,000	Nautilus (1)	19,900
Belle Isle (1)	52,000	Nora Sawyer (16)	213,800
Bettina (3)	284,000	Ocean Clipper (3)	126,800
Cara Cara (1)	100,000	Ocean Wave (3)	162,200
Carolyn & Priscilla (3)	209,200	Phyllis & Mary (1)	10,100
Challenger (2)	8,600	Randolyn (3)	180,000
Chanco (2)	195,000	Resolute (3)	205,100
Cherokee (2)	159,400	Richard Nunan (3)	203,800
Courier (1)	50,000	St. Michale (9)	128,200
Crescent (15)	297,500	Silver Bay (2)	260,000
Elinor & Jean (4)	138,200	Theresa T. (1)	130,000
Estherina (4)	247,300	Vagabond (4)	217,700
Ethel V. Stowman (2)	53,500	Vandal (2)	182,700
Evzone (1)	60,200	Vida E. (15)	220,000
Grace E. (3)	28,500	Villa Nova (3)	148,000
Halcyon (3)	10,700	Voyager (1)	7,000
Lawson (3)	196,400	Willard Daggett (2)	49,300

GLoucester

Agnes & Myrnies (5)	64,000	Emily Brown (2)	355,000
Albatross (2)	325,000	Enterprise (3)	50,500
Alden (1)	27,000	Eva II (9)	106,000
Alice Ann (3)	294,000	Evelyn A. (10)	12,000
Alvan T. Fuller (1)	112,000	Falcon (10)	114,000
American Eagle (2)	71,500	Felicia (3)	600,000
Angie & Florence (1)	33,500	Florence & Lee (2)	310,000
Anna Guarino (6)	67,000	Flow (1)	188,000
Annie (4)	46,000	Frances R. (10)	217,000
Annie II (4)	53,000	Frankie & Rose (5)	104,500
Anthony & Josephine (9)	110,000	Gaetano S. (2)	230,000
Ariel (9)	98,000	Gertrude E. (8)	62,500
Assertive (2)	300,000	Gloucester (2)	124,000
Atlantic (2)	160,000	G. N. Sofron (3)	190,000
Austin W. (2)	80,000	Golden Eagle (2)	265,000
Ave Maria (2)	216,000	Gov. Al. Smith (1)	85,000
Avocet (1)	14,000	Helen M. (2)	117,000
Babe Sears (1)	120,000	Hilda Garston (2)	420,000
Baby Rose (2)	250,500	Holy Family (2)	280,000
Barbara C. (6)	70,000	Ida & Joseph (4)	181,500
Beatrice & Rose (2)	47,000	Immaculate Conception (2)	69,500
Benjamin C. (2)	606,000	Irma Virginia (10)	108,000
Bernie & Bessie (8)	85,000	Jackie B. (1)	33,000
B. Estelle Burke (3)	208,000	Jackson & Arthur (9)	111,000
Bethulia (5)	60,000	J. B. Junior (6)	73,000
Bonaventure (2)	280,000	Jennie & Julia (3)	63,000
Brighton (2)	310,000	Jennie & Lucia (2)	90,500
California (2)	102,500	Johnny Baby (7)	62,000
Calista D. Morrill (2)	9,000	Joseph & Lucia (2)	272,000
Capt. Drum (3)	84,000	Joseph S. Mattas (3)	233,000
Carlo & Vince (3)	61,300	Josie II (7)	82,000
Carol Ann (2)	285,000	Julie Ann (3)	525,000
Caroline & Mary (2)	298,000	Killarney (1)	190,000
Cecil W. (2)	112,000	Kingfisher (2)	350,000
Charlotte M. (2)	256,000	Kurta (8)	37,000
Chebeague (9)	101,000	Leretha (2)	146,000
Cigar Joe (2)	110,000	Lou T. (3)	66,000
Clipper (2)	252,000	Lorraine III (1)	50,000
Columbia (2)	395,000	Louise (2)	217,000
Conquest (2)	270,000	Mabel Mae (2)	315,000
Corinthian (1)	161,000	Madame X (10)	113,000
Curlew (2)	340,000	Magellan (2)	160,000
Dale (5)	46,000	Malolo (3)	245,000
Dartmouth (1)	100,000	Manuel F. Roderick (3)	349,000
Dolphin (Glou.) (5)	631,000	Margie & Roy (2)	16,500
Doris F. Amero (3)	158,500	Maria Immaculata (8)	92,000
Eastern Point (8)	287,500	Marie & Winifred (3)	101,000
Ellen & Jean (3)	19,000	Marion & Alice (1)	110,000

Mary (9)	110,000	Sacred Heart (7)	80,000
Mary A. (5)	140,000	St. Anthony (2)	260,000
Mary & Josephine (2)	360,000	St. John (9)	106,000
Mary E. (2)	23,000	St. Joseph (1)	49,500
Mary Jane (2)	240,000	St. Nicholas (2)	350,000
Mary Rose (3)	430,000	St. Peter (2)	190,000
Mary W. (1)	48,500	St. Peter II (1)	170,000
Mother Ann (1)	250,000	St. Providenza (8)	93,000
Nancy F. (2)	76,500	St. Rosalie (2)	44,000
Natalie III (3)	107,500	St. Victoria (3)	264,000
New Bay (1)	170,000	Santa Lucia (8)	83,000
Noah A. (9)	104,000	Santa Maria (3)	110,000
No More (7)	84,000	Sarah J. (2)	78,000
North Star (4)	80,000	Sea Hawk (3)	150,000
Novelty (6)	66,000	Sea King (2)	102,000
Nyoda (3)	117,500	Sea Queen (2)	95,000
Paul Howard (3)	405,500	Sea Rambler (2)	103,000
Peggybelle (1)	4,000	Sebastiana C. (3)	161,000
Philip & Grace (2)	270,000	Serafina N. (1)	24,000
Phyllis & Mary (2)	73,500	Serafina II (5)	160,500
Pilgrim (2)	325,000	Skillingole (3)	150,000
P. K. Hunt (3)	370,000	South Sea (2)	134,000
Pollyanna (2)	257,000	Trimembral (10)	111,000
Portugal (1)	73,000	Uncle Guy (3)	142,000
Positive (3)	402,000	W. Three (8)	88,000
Poshwan (2)	105,000	Whitestone (2)	100,000
Providenza (2)	19,500	Wild Duck (2)	290,000
Puritan (1)	60,500	Win Story (4)	48,000
Raymonde (2)	177,000	Yankee (2)	58,000
R. Eugene Ashley (2)	185,000		
Rita B. (3)	242,500		
Roma II (3)	11,000		
Ronald & Mary Jane (3)	431,000		
Rose & Lucy (2)	81,500		
Rosemarie (2)	124,500		
Rosie & Gracie (4)	104,000		
Rosie C. (4)	36,000		

Swordfish Landings (Number of Fish)

Skilligole (1)	11	Tina B. (1)	25
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NEW BEDFORD

Adventurer (4)	43,700	Joan & Ursula (4)	142,000
Alva (1)	2,300	Johnny Boy (3)	50,900
Anna C. Perry (3)	31,000	Josephine & Mary (2)	85,300
Ann & Marie (4)	8,600	June Bride (3)	73,900
Ann Louise (3)	19,900	Junojas (2)	80,500
Arnold (2)	56,800	Kelbarsam (2)	26,700
Arthur L. (4)	98,000	Kristine M. (1)	10,500
Barbara C. Angell (2)	120,000	Linnen (1)	5,000
Barbara M. (4)	69,300	Little Lady (1)	1,000
Bernice (3)	11,500	Madelaine (3)	18,000
Billie (1)	6,000	Maria Julia (4)	27,700
Capt. Deebold (3)	67,300	Mary & Joan (3)	134,000
Carla Henry (3)	139,500	Mary & Julia (2)	115,000
Carole June (2)	121,700	Mary Anne (2)	86,400
Catherine T. (2)	67,000	Mary Ann II (1)	4,500
Charles E. Beckman (4)	50,700	Mary & Julia (1)	14,100
Charlotte (1)	6,000	Mary J. Hayes (3)	158,500
Christina J. (3)	45,900	Minnie V. (3)	25,000
Clinton (2)	35,700	Mishuan (2)	5,500
Connie F. (4)	105,400	Molly & Jane (4)	61,300
Dauntless (3)	17,800	Noreen (3)	166,800
Driftwood (3)	12,000	Pam Ann (2)	132,000
Ebenezer (4)	11,900	Paolina (4)	103,600
Edith (4)	38,700	Patsy (2)	6,800
Eleanor K. (1)	2,100	Pauline H. (3)	143,500
Elva & Estelle (3)	42,800	Penguin (3)	75,000
Etta K. (3)	42,700	Phyllis J. (3)	22,100
Eugene & Rose (2)	55,700	Reliance (4)	8,600
Frank Grinnell (2)	16,200	Sandra & Jean (1)	15,000
Ganet (4)	224,200	Sea Ranger (3)	113,600
Gladys & Mary (4)	150,900	Solveig J. (1)	29,000
Gowler (4)	121,700	Stanley B. Butler (3)	139,000
Harmony (3)	35,000	Susie O. Carver (3)	21,900
Helen B. (3)	74,800	Theresa (1)	8,000
Hilda (1)	4,200	Two Brothers (NBD) (4)	21,500
Hope (3)	29,400	Two Brothers (R.I.) (3)	57,800
Invasion (3)	46,700	Victor Johnson (2)	60,300
Irene (1)	9,300	Viking (5)	161,200
Ivanhoe (4)	118,000	Viking (Chilmark) (1)	2,500
Jacintha (3)	142,400	Wamsutta (2)	86,500
Janet Elise (4)	15,200	Whaler (3)	156,000
J. Henry Smith (1)	2,000		

Scallop Landings (Gallons)

Abram H. (2)	1,850	Charles S. Ashley (2)	2,200
Adele K. (3)	2,400	Dagny (3)	2,225
Agda (2)	1,150	Doris & Gertrude (3)	2,145
Alice, Hathaway (1)	650	Dorothy & Mary (3)	2,900
Alpar (2)	2,200	Elizabeth M. (1)	1,100
Amelia (3)	3,100	Eunice Lilian (1)	1,100
Antonina (3)	2,850	Fairhaven (2)	2,175
Antonio (2)	1,950	Flamingo (3)	3,000
Barbara (3)	2,900	Fleet Wing (2)	1,950
Beartrice & Ida (1)	900	Four Sisters (1)	425
Bobby & Harvey (2)	2,200	Francis J. Manta (3)	3,200
Bright Star (3)	2,800	Friendship (2)	2,100
Camden (2)	1,800	Gloria F. (1)	1,000
Carol & Estelle (3)	2,500	Gud Kay (2)	1,450
Catherine & Mary (2)	2,000	Irene & Mabel (3)	2,385

(Continued on page 40)

More Happy "Caterpillar" Owners . . .
 Completely Satisfied with their "Cat"
 Marine Engines and PEMCO SERVICE

80,000
 260,000
 106,000
 49,500
 350,000
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 93,000
 44,000
 264,000
 83,000
 110,000
 78,000
 150,000
 102,000
 95,000
 103,000
 161,000
 24,000
 160,500
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 370,000
 150,000
 83,000
 275,000
 139,000
 111,000
 142,000
 88,000
 100,000
 290,000
 48,000
 58,000

D. Godinno Provincetown, Mass. "Clara M"
 H. Milliken Block Island, R. I. "Marian M"
 S. Frontierro Gloucester, Mass. "Irma Virginia"
 J. Martin Provincetown, Mass. "New England"
 H. Passions Provincetown, Mass. "Liberty Belle"
 J. Rivers Provincetown, Mass. "Frances Elizabeth"
 W. O'Connell Provincetown, Mass. "Wallace & Roy"
 F. J. Raymond Provincetown, Mass. "Dawn"
 F. Swansburg Winthrop, Mass. "Susie O. Carver"

A. Thomas Provincetown, Mass. "Richard & Arnold"
 D. Spinola Gloucester, Mass. "Mary"
 J. Silva Provincetown, Mass. "James M. Burke"
 C. Wagner Edgartown, Mass. "Liberty"
 M. Clattenburg New Bedford, Mass. "Two Brothers"
 F. Landry New Bedford, Mass. "June Bride"
 E. R. Ericson Newport, R. I. "Min Flicka"
 F. S. Savery Plymouth, Mass. "J. L. Stanley & Sons"
 P. Sturgeon New Bedford, Mass. "Automatic"

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MODEL ES-122

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 92 GOLD STREET, NEW YORK 7, N.Y.

National  Bludworth, Inc.
 SINCE 1926... MFRS. OF PRECISION ELECTRONIC EQUIPMENT

A BETTER ANCHOR...

The new Maxim lightweight CQR non-fouling plow anchor sets faster and holds better in bottoms ranging from soft mud to hard packed sand, and *will not foul* on the anchor cable. Consistently reliable, the unique plow design has been widely used in British and American waters for years and thoroughly sea proven under toughest conditions, even in the '38 hurricane. For better description SEND FOR OUR NEW BULLETIN.



AVAILABLE IN SIZES FROM
 7 lbs. to 5575 lbs.

... AND A BETTER STOVE

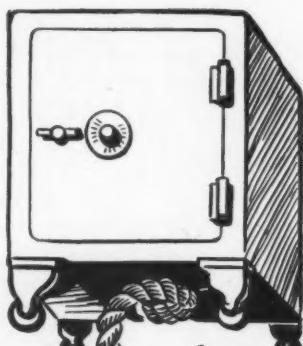


If you're tired of replacing stoves, here's one that will stay with you. The Maxim Monel Stove, built to last a lifetime: wgt. 110 lbs.; length 21 in.; depth 15 in.; height 18½ in.; less space than many 2-burner alcohol or kerosene stoves; big oven; air-tight construction saves 50% fuel over average cast iron stove; thoroughly insulated; heats quickly; 6 to 8 hrs. on one filling of briquets. SEND FOR BULLETIN NOW.

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SILENCERS AND MARINE EQUIPMENT



NEW BEDFORD rope stands up under any job it's called upon to handle.

Composite treatment sheathes each fiber of NEW BEDFORD against weather — prevents rotting, drying, moisture absorption. Research and scientific control during the processing of the pure manila fiber assures extra strength, extra ability to take punishment.

Strong NEW BEDFORD is available for every use—in oil fields, at sea or in the mill—wherever good rope is needed. Specify **NEW BEDFORD** for all your jobs.

Write NEW BEDFORD for your copy of booklet, "Knots and How To Tie Them"



**NEW BEDFORD
CORDAGE COMPANY**

4547

40

(Continued from page 38)

Janet & Jean (2)	2,000	Palestine (2)	2,106
Jerry & Jimmy (3)	3,285	Pearl Harbor (3)	2,400
Kingfisher (3)	2,650	Pelican (2)	2,000
Lainee K. (2)	1,950	Porpoise (3)	3,050
Liboria C. (2)	1,950	Red Start (2)	2,000
Linus S. Eldridge (2)	2,200	S #31 (1)	900
Louis A. Eldridge (3)	2,800	St. Ann (2)	2,000
Malene & Marie (2)	1,255	Sea Hawk (2)	1,275
Malvina B. (3)	3,300	Shannon (3)	1,725
Marie & Katherine (2)	1,700	Smiley (2)	2,100
Martha E. Murley (3)	2,245	Sonny & Joyce (1)	245
Mary Canas (3)	2,600	The Friars (2)	1,250
Mary D'Eon (2)	1,850	Ursula M. Norton (3)	3,300
Mary J. Landry (2)	1,050	Venture I (2)	2,200
Mary Tapper (3)	2,450	Virginia & Joan (2)	1,300
Moonlight (2)	1,875	W'm. D. Eldridge (3)	3,000
Muriel & Rose (1)	950	W'm. H. Killigrew (3)	3,200
Muriel & Russell (1)	750	W'm. J. Landry (1)	1,000
Newfoundland (1)	700		

Swordfish Landings (Number of Fish)

Adele K. (1)	1	Palestine (2)	4
Bobby & Harvey (1)	1	Patsy (1)	1
Bozo (3)	43	Priscilla (1)	7
Capt. Deebold (1)	1	Quest (1)	4
Christine & Dan (1)	44	Rose Jarvis (4)	40
Diana Jane (1)	4	St. Anthony (1)	6
Doris Gertrude (1)	1	Santina (1)	4
Fleetwing (1)	1	Sister Alice (1)	4
Genevieve (2)	4	Sonny & Joyce (1)	4
Grayling (2)	10	Southern Cross (2)	13
Idlewild II (1)	1	Two Brothers (Conn.) (1)	2
Jojarona (2)	18	Winifred M. (1)	40
Liberty (1)	31		

BOSTON

Acme (6)	92,500	Maine (4)	452,500
Addie Mae (6)	81,100	Margaret & Marie (7)	80,300
Adventure (L. Tr'ler) (5)	365,400	Maria Del Soccorso (5)	62,400
Agatha & Patricia (3)	144,100	Maria Giuseppe (4)	18,600
Alphonso (7)	92,100	Marietta & Mary (2)	41,700
American Eagle (2)	65,300	Maris Stella (3)	220,700
Annie & Josie (5)	74,300	Marjorie (3)	99,100
Arlington (4)	478,900	Marjorie Parker (3)	101,100
Atlantic (3)	265,000	Marsala (2)	61,500
Ave Maria (Dragger) (7)	99,600	Mary & Jennie (8)	106,600
Barbara C. Angell (1)	63,500	M. C. Ballard (4)	259,100
Bay (3)	221,200	Michael G. (6)	83,200
Billow (2)	179,300	Michigan (3)	246,900
Bonnie (3)	260,000	Nancy B. (5)	161,700
Breaker (3)	258,200	Natale III (1)	43,600
Breeze (3)	254,500	Neptune (8)	80,500
California (1)	49,500	Nova Antonio (3)	14,600
Calm (2)	225,500	Ohio (2)	122,800
Cambridge (3)	292,100	Olympia (4)	126,800
Carmela Maria (Dragger) (4)	77,900	Olympia La Rosa (4)	179,100
Carmela Maria (L. Tr'ler) (5)	23,100	Pam Ann (1)	42,000
Catherine B. (Dragger) (4)	151,700	Phantom (3)	240,800
Catherine B. (L. Tr'ler) (6)	33,200	Pioneer (7)	87,500
Crest (3)	255,500	Plymouth (4)	316,300
Curlew (7)	81,800	Princess (8)	110,200
Diana C. (7)	119,000	Quincy (3)	258,900
Dorchester (3)	141,500	Racer (3)	356,200
Drift (4)	482,000	Red Jacket (3)	354,300
Eddie & Lulu M. (5)	69,000	Robert & Edwin (5)	75,500
Elizabeth B. (3)	262,400	Roma (2)	32,000
Esther M. (2)	131,000	Rosalie D. Morse (3)	242,200
Estrelo (3)	177,900	Rose Mary (5)	75,700
Eva Martin (6)	62,500	Rosie (6)	94,900
Familgia (4)	112,300	Rush (3)	291,800
Fanny F. Hickey (6)	91,400	Sacred Heart (5)	68,200
Felicia (1)	85,000	St. Anna (6)	43,700
Flow (1)	190,500	St. Joseph (Dragger) (3)	139,700
Flying Cloud (4)	297,400	St. Joseph (L. Tr'ler) (5)	21,200
4-C-608 (1)	4,200	St. Michael Angelo (3)	19,400
C-887 (2)	13,600	St. Theresa (2)	10,300
G-370 (4)	22,400	Salvator (1)	7,500
G-673 (2)	8,000	Salvatore & Grace (4)	138,500
H-823 (5)	18,300	San Antonio (5)	30,200
Francesca (5)	36,500	San Calogero (8)	124,600
Geraldine & Phyllis (2)	93,600	Santa Rita (5)	27,700
Gudrun (3)	238,600	Santina D. (2)	68,900
Hazel B. (1)	34,300	Savoia (5)	27,800
Hornet (6)	84,500	Sea Breeze (1)	4,600
Immaculate Conception (1)	45,500	Sebastian & Figli (7)	100,300
Jackie B. (1)	26,300	Sebastian N. (2)	65,000
J. B. Junior (3)	265,300	Six Brothers II (4)	22,200
J. B. Junior II (5)	72,400	Surge (3)	358,800
Joe D'Ambrosio (6)	64,900	Texas (3)	203,700
Josephine (6)	53,500	Thomas Whalen (4)	361,600
Josephine F. (5)	28,400	Triton (3)	201,400
Josephine P. II (4)	126,400	Two Pals (5)	71,200
Josie M. (5)	76,700	Venture II (3)	116,000
Leonarda (3)	35,800	Wave (3)	327,300
Leonard & Nancy (3)	127,600	Weymouth (3)	209,100
Little, Nancy (4)	142,400	Wm. J. O'Brien (3)	232,100
Lorraine III (2)	51,900	Winchester (3)	358,200
Lucky Star (3)	215,500	Winthrop (3)	218,700
Lynn (4)	326,300	Yankee (3)	45,200

Scallop Landings (Gallons)

Scallop Landings (Gallons)		
Swordfish Landings (Number of Fish)		
Elizabeth N. (1)	400	
Evelina M. Goultar (1)	120	Marijorie Parker (1)
Evelyn G. Sears (2)	145	Mary M. (1)
Jorgia Silveira (1)	105	Rosemarie V. (1)
Lady of Good Voyage (1)	90	

Swordfish Landings (Number of Fish)

Swordfish Landings (Number of Fish)		
Evelina M. Goulart (1)	120	Marjorie Parker (1) 7
Evelyn G. Sears (2)	145	Mary M. (1) 51
Jorgina Silveira (1)	105	Rosemarie V. (1) 32
Lady of Good Voyage (1)	90	



Lifting a lobster pot off the New England Coast in 1873.

Lobster, Supreme Ruler in Corea, Maine

Corea, Maine, has depended on the sea for its existence ever since it was settled in 1812. The first lobster trap was set in 1862 by a man named Hilton, and that marked the beginning of growth and prosperity for the only Maine community where the lobster is supreme ruler. The lobster dominates the Town's activities. There are 55 families in the Town and every working male except the storekeeper is a lobster fisherman. Herbert Young, the storekeeper, admits that being the only non-fisherman in the community makes him something of an outcast, especially on stormy days when the boys gather around the big pot-bellied stove to talk things over.

The fishing grounds extend from Petit Menan to Schoodic Island. It is a rough, tricky stretch of water full of treacherous shoals and hidden ledges. In the Winter the traps are moved off-shore to a distance of 10 to 12 miles from the land.

Boats for this type of fishing must be fast, seaworthy, and steady enough to handle a good sized load of traps in rough water. The average boat is about 32' long and is powered with a speedy engine that will insure a quick return to home port if a Winter storm swoops down unexpectedly. The men who fish in these boats are lean, sinewy fellows with strong backs and cool nerves. The latter is quite important, for if a man lost his head at the wrong moment he might find himself in mighty serious trouble in a very short time.

Through the years, the men of Corea, father and son, have gone quietly about the business of mending nets and hauling traps, caring little about the outside world. They are rugged outdoor men with weather-beaten skins and strong fingers that respond instinctively to the cool slippery touch of the squirming lobsters that come from their traps, men with ears tuned to the restless roar of the sea. One of these men, Bernard Bartlett, was selected by Twentieth Century-Fox films to play the leading role in the picture called *The World Today*.

Bernard Bartlett is typical of the free souls who follow the sea unhampered by time clocks or bosses. Tall and straight with eyes the color of the sea, he seems every inch a model of that special brand of American, the Down-East lobster fisherman. Across the street from the wharf where he builds traps is the gleaming new house that is his home. Born so close to the water that as a child he was lulled to sleep by the swish of the tide, Bernard Bartlett could conceive no other life that would be worth living.

Working for himself, in his own way, Bartlett has made a good living for his family. There have been bad years but always there has been the satisfaction of being completely free. This is basically the theme that Twentieth Century-Fox is trying to get across to 58 foreign countries.

The film has done much to impress upon the people of the World the freedom and advantages of the American way of life. The Maine Development Commission was directly responsible for bringing the first of this series of semi-documentary films in *The World Today* to the Maine coast.

"TRIDYNE"

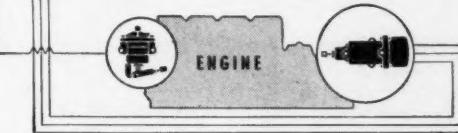
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A finger-touch positions the lever for speed . . . a push of a button shifts the clutch. Air pressure does all the work in "TRIDYNE" power controls for small vessels. It is power control equipment stripped to essential elements. Gives small boat operators the same accurate, dependable command used by larger vessels in coastal, harbor and inland waters. Easy installation—all connections are $\frac{3}{8}$ " copper tubing. Ask for Bulletin IDA 9471-5.



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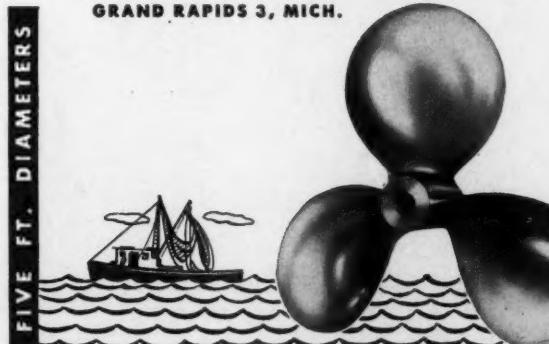


Don't send a Boy!
to do a Man's job . . .

Wresting fish from the sea is no child's play. It takes strong men and strong equipment That's why Michigan builds "he-man" propellers to do a man's-size job — super tough and corrosion resistant, yet machined to perfect contours for that extra push that means more miles per fuel dollar, more knots for the same RPM.

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FIVE FT. DIAMETERS

Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Walter Heads New Bedford Cordage

New Bedford Cordage Co., New Bedford, Mass., manufacturers of manila, sisal and nylon rope, has announced the resignation of President George W. Haywood, and the election of Martin Walter, Jr., former vice president, as his successor.

Walter, an M.I.T. graduate, joined New Bedford's experimental staff in 1926, and continued in that capacity until 1928, when he was made mill manager. In 1938 he became a director of the company and in 1940 was promoted to a vice presidency.



Martin Walter

New Bendix Inshore Depth Recorder

The Pacific Division of Bendix Aviation Corp., with factory at North Hollywood, Cal., and Eastern sales offices at 475 Fifth Avenue, New York City, has announced that a new model of their Bantam Depth Recorder will be available for delivery this month.

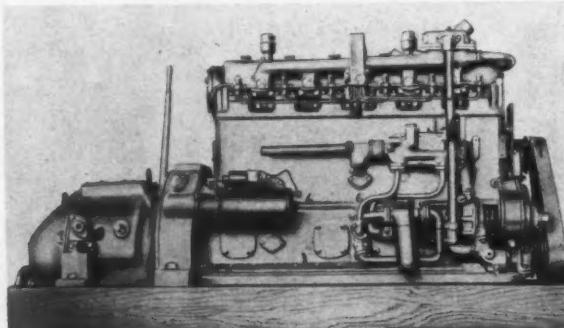
The new instrument, known as Model DR-9, is identical in size and appearance with the 100-fathom Model DR-7 Bendix Bantam. Principal feature of the new unit is that the range has been modified to comply with requests from operators of commercial fishing craft for a depth recorder designed especially for inshore operations.

The Model DR-9 is designed to read from 0-200 feet only and by utilizing the same size graph paper as the DR-7, three times the detail of the ocean bottom is obtained. In addition, the Model DR-9 takes 180 soundings per minute as compared with only 60 soundings per minute on the Model DR-7. The new Recorder will be available for both 12 and 32 volt DC with the power supply being self-contained in the instrument as is the case with other Bendix models.

Red Wing Announces New Diesel

A new Red Wing marine Diesel, the "Super-Duty" Model D6-200, now is available from Red Wing Motor Co., Red Wing, Minn. It is one of several new sizes the Company is developing to complete its line of full Diesel marine power plants, which will range from a 4-cylinder, 30 hp. size up to this new 200 hp. model.

The Red Wing D6-200 is a 6-cylinder, 4 cycle engine of overhead valve type with bore of $6\frac{1}{4}$ " and stroke of $6\frac{1}{2}$ ". Piston displacement is 1197 cubic inches and weight is approximately 5200 lbs. The 200 hp. rating is at 1300 rpm. up to which speed this engine is designed for continuous service. Suitable for



Starboard side of the new Red Wing, Model D6-200, "Super-Duty" 200 hp. marine Diesel.

heavy duty boats from 50 ft. to 100 ft., the engine is available as a direct drive unit or with 2:1 or 3:1 reduction. It handles propellers from 26" diameter with direct drive, up to 50" with reduction.

The crankshaft is $4\frac{3}{4}$ " in diameter with 7 extra large main bearings, and the engine has oil cooled pistons and wet-type cylinder sleeves. A special feature is the combustion chamber which is controlled automatically to exactly suit the speed and power output of the engine.

Standard equipment includes a fresh-water cooling system with heat exchanger, expansion tank, and extra built-in raw water pump; 24-volt starting motor and 12-volt generator with transformer. The engine also can be furnished with a 4-cylinder Red Wing gasoline starting engine and keel-type cooling.

Small Universal Generating Set

Latest development of Universal Motor Co., Oshkosh, Wisc. is a new marine-type electric plant which stands only 16 inches high. Smallest in Universal's line of marine-type electric gen-



Chief engineer J. E. Meerdink and electrical engineer C. J. Gaffney looking over new Universal Model M-306-GH water-cooled electric plant.

erating sets, this new water cooled plant meets the requirements of insurance underwriters.

The new plants are available in three different capacities. Model M-306-GH has a capacity of 300 watts at six volts; model M-612-GH, 600 watts at 12 volts; and M-732-GH generates 750 watts at 32 volts. All three models come in the same small size, each occupying less than two cubic feet of space.

Weighing only 85 pounds, and mounted on rubber to minimize vibration, the plants are designed for installation below deck. Each model is equipped with combination air cleaner and flame arrester, fuel pump, water pump, push button starter switch, ammeter, cutout and battery terminals.

Therm-Shipmate Diesel Oil Burner

Available as original equipment on Shipmate galley ranges or as a conversion unit, the Therm-Shipmate Oil Burner has been developed for use in appliances where small quantities of oil are consumed. Distributed by Stamford Foundry Co., Stamford, Conn., this burner is of the gravity-feed, heat vaporizing type in which air for combustion is supplied by means of a motor blower.

The burner will operate on as little as one-eighth gallon per hour or a maximum of one-half gallon per hour, burning No. 3 oil (28-32 gravity) or lighter oils such as distillate and kerosene. Direction of the fire is upward eliminating impingement of the flame on any of the firebox linings with the result that linings last indefinitely. There are four sizes of Therm-Shipmate Burn-

(Continued on page 44)

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Available from Boat Repair Yards and Marine Equipment Dealers. For More Information Write Dept. AF

Lucian Q. Moffitt, Inc.

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Engineers and National Distributors

(Continued from page 42)

ers running from 10" to 17½" in length. Galley ranges equipped with these burners are suitable for all types of vessels where there is electrical power to operate the motor. Motors are available for 6, 12, 24, 32, and 115-volt DC or 110-volt AC.

A standard safety device automatically shuts off the flow of oil in case of overflow. Optional safety devices control the flow of oil and the motor in case of current interruption.

Coffing Propeller Coupling Announced

A new type of coupling, which may be used in attaching a propeller to a shaft, is being introduced by Coffing Hoist Co., Danville, Ill. Called the "E-Z Off" key locking device, its inventor is F. W. Coffing, president of Coffing Hoist.

This new device will reduce the time spent by mechanics in making shaft connections from a matter of hours to minutes, according to Coffing. First adapted for attaching the propeller shaft flange to the propeller shaft of an inboard motor boat, the "E-Z Off" key locking device will lock securely any type of hub, wheel or other connection to a shaft. One of the principal features of the coupling is a self-locking nut that eliminates pinning the nut to a bolt, shaft or axle. It is said to be more sturdy and can be applied and adjusted with ease and speed.

Miller Swivels Eliminate Line Twist

Twist and kinking of wire lines during their many uses aboard ship can now be eliminated by use of Miller angular thrust ball bearing swivels, according to their manufacturer, General Machine & Welding Works, 1100 E. Second St., Pomona, Calif.

The easy turning action of Miller Swivels is the result of their patented angular thrust design. Three ball bearing races provide an effective freely rolling surface that enables the swivels to carry the maximum load for the smallest diameter and length possible.

Miller Swivels are used with cargo hooks, on single lines, on the dead end of strung block, in conjunction with boat rigging with anchors and anchor line, and for towing purposes.

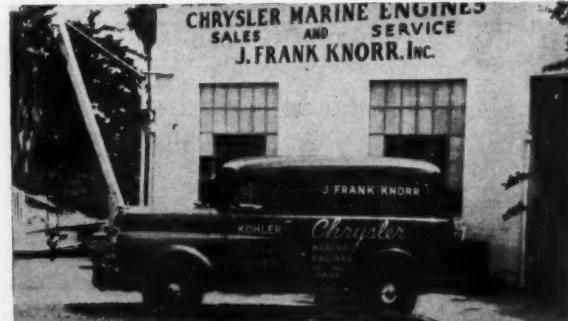
The swivels are protected from heat and friction by a lifetime, grease packing, sealed at the factory. Those intended for underwater use are given a heavy zinc coating, while other models are cadmium plated to prevent rust and deterioration.

Chrysler Expands Parts Service

Two more Chrysler Marine Engine dealers, J. Frank Knorr, Inc., of Miami and Tampa, Fla., and C. B. Delhomme, Inc., of Houston, Tex., have adopted the expanded plan of parts distribution fostered by the Marine Engine Division of Chrysler Corporation.

It is the purpose of the Company to make parts for Chrysler marine engines as readily available to boat owners as automobile parts are to car owners. A large number of leading Chrysler marine engine dealers soon will be operating parts delivery trucks on regular routes, much in the same manner as automobile dealers, according to Clyde Williams, manager of the Chrysler Marine Engine Division.

Chrysler dealers, who now comprise one of the largest group of marine engine dealers in the world, are served direct from Chrysler parts plants at Newark, Del., Atlanta, Ga., Marysville, Mich. and San Leandro, Calif.



New parts delivery truck recently placed in service by J. Frank Knorr, Inc., Chrysler marine engine dealer of Miami and Tampa, Fla.



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G. M. TROPICAL COPPER PAINT and G. M. FISHING COPPER BOTTOM PAINT are made especially for the work boat and fisherman.

International ANTI-FOULING BOTTOM PAINTS

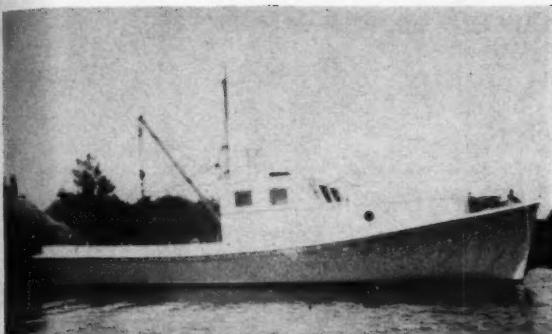


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AGENTS IN EVERY IMPORTANT PORT



The 41' shrimper "Pearl" owned by Warren R. O'Neal of Manteo, N.C. She was recently repowered with a 110 hp. Kermath engine turning a 25 x 15 Michigan propeller.

North Carolina "Mullet Shift"

When the prevailing Summer southwest wind makes a sudden change and starts blowing from the north, it is called a "mullet shift". Mullet has played an important role in the history of Carteret County. When the first "mullet shift" comes, the first important mullet catches are made.

The first mullet catch of the current late Summer season occurred the weekend of Aug. 20 and the fishermen on Bogue Banks were ready for it. They had their nets on the beach and with the arrival of the northerly wind they were set in the surf.

First haul netted a total of approximately 25,000 lbs. of mullet. They were taken to Carteret Fish Co. in Beaufort.

Landings Increase

During the month of July, fish and shellfish landings in the Atlantic-Beaufort-Morehead and Southport sections of North Carolina amounted to 443,700 lbs., and were nearly 100,000 lbs. more than in the previous month. Of the total, 244,800 lbs. were shellfish, which consisted entirely of shrimp.

Finfish production totalled 198,900 lbs., all landed in the Atlantic-Beaufort-Morehead section. The variety with the largest landings was spot, with 47,300 lbs.; followed by sea trout, gray, with 38,200 lbs.; and croaker, with 33,900 lbs.

Board Discusses Shrimping Regulations

An emergency meeting of the Commercial Fisheries Committee of the Board of Conservation and Development was called recently by Director George Ross for the purpose of studying proposals for the regulation of shrimping in North Carolina waters.

Mr. Ross said that it had been suggested that the shrimping season might be limited, or that the area in which shrimp were caught might be restricted, in an effort to meet the complaint that tons of small fish were being killed daily during shrimping operations. The only regulations found on the books of North Carolina prohibited shrimping at night or on Sunday. Out-of-State trawlers have been carrying on extensive operations in North Carolina waters.

Institute Studies Shrimp Nets

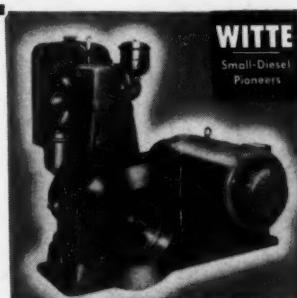
A series of fishing observations, originating from the Institute of Fisheries Research, Morehead City, and covering the area from North Pamlico Sound to Morehead City, began Aug. 22 and was to continue for three weeks. The purpose of the observations is to determine the extent of destruction of small fish by shrimp nets and the relative escapement value of nets of different size mesh.

Lightning Strikes Shrimp Fisherman

Julian R. Murphy, fisherman of Davis, received a punctured ear drum and was knocked unconscious when he was struck by lightning aboard the 46' shrimp boat *Happy Valley* in Pamlico Sound Aug. 30. The lightning set the boat on fire. His father, Manley Murphy, owner of the boat, put the fire out with little damage caused. After about 10 minutes the son regained consciousness.

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NOW! AIR-CONTROLLED OYSTER WINDER



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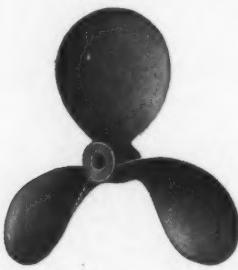
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Banner Season Predicted By Oyster Growers

Not in several years have conditions been so favorable for marketing oysters on a large scale. Based on a survey made by the Oyster Institute, reports covering production areas from Massachusetts to the Gulf reveal that the oysters are in good condition for so early in the season. An unusually large number of packers started operations September 1, and several started as early as August 23 to meet the opening demand. Wages and prices are expected to remain at about last season's level, with an adequate supply of employees on hand to meet all existing needs.

The oyster fishery is the leading shellfish industry from the standpoint of value of production and is exceeded only by that of salmon and tuna among all fishery products.

Oysters are taken commercially in every seaboard State except Maine and New Hampshire with an annual production totaling around 80 million pounds of meats. About 13 percent of the total annual take of oysters is used in canning; the balance is sold fresh-shucked or in the shell.

Virginia leads all States in production of oysters with 17.5 million pounds, but is followed closely by Maryland with 15 million.

Oyster Publicity

The Information Bureau for the Oyster Institute, headed by A. E. Kessler, N. Y. C., has obtained much valuable oyster publicity since it began operations during July. In cooperation with Royal Toner, of Lester & Toner, Inc., Fulton Market, N. Y., who is chairman of the Institute's Public Relations Committee, Kessler has had oysters publicized in magazine and newspaper stories, and on radio and television programs.

The August 29 issue of *Time* magazine carries an illustrated article on the oyster industry, which describes the Little Peconic Bay oyster operations of Mr. Toner. The story tells of present-day scientific oyster farming, and discloses that Toner, together with James U. Lester, entered the oyster business at the age of 21, and now has 6,000 acres of oyster beds off the shores of Long Island, Connecticut, Delaware and California, to make him one of the biggest U. S. oystermen.

New York Times for August 9 featured an oyster story entitled "Bay Farmer Makes Oyster His World", which was based on a trip with Mr. Toner to the Peconic Bay oyster grounds. There were four pictures, including one of Toner's oyster boat *Flora*, another of men grading oysters for size, a third showing choice oysters from the *Willie B.* being barreled for shipment, and one of Toner studying week-old oysters fastened on the back of an older shell.

On August 12, Toner was interviewed on the Columbia Broadcasting System's program of Robert Q. Lewis substituting for Arthur Godfrey, and on the 25th, he was interviewed by Walter Kiernan at the American Broadcasting Studio Station WJZ, on the program "Kiernan's Korner".

Early in August, Mr. Toner appeared on an ABC Network television show, demonstrating a Long Island Kitchen Clam Bake.

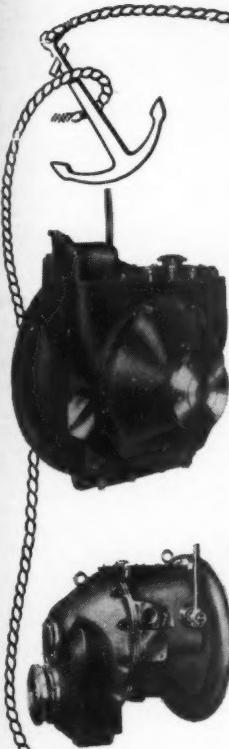
"Albatross" Finds Haddock, Scallops

The Southern New England Banks south of Martha's Vineyard and Nantucket, and west of Nantucket Lightship, out to 40 fathoms were found to be a nursery ground for scrod haddock by the F&WS research vessel Albatross last month. A large concentration of 1-year-old haddock was found 30 miles WNW of Nantucket Lightship. It is apparent, from the large numbers of 1-year-old haddock caught that 1948 was a successful year for haddock spawning.

Large haddock and redfish were found in commercial quantities in 80 to 120 fathoms in South Channel, in the area bounded by latitudes 41°50' and 42°20' and longitudes 68°50' and 69°40'.

Commercial quantities of large haddock were found in 90-100 fathoms off the northern edge of Georges Bank. A large bed of sea scallops was discovered approximately 90 miles E, $\frac{3}{4}$ S of Nantucket Lightship in 42-44 fathoms, and 14 bushels of these shellfish were caught in an half-hour tow with a 1½ Iceland trawl equipped with rollers.

5 NEW WAYS TO BETTER LIFE AT SEA

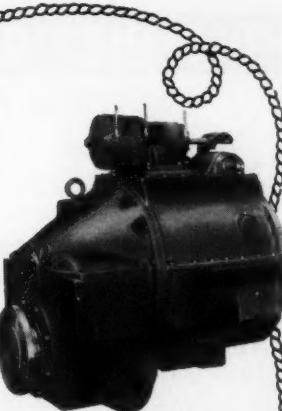


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New Bedford Scallop Lost With All Hands

A tangled mass of wreckage found off Muskeget Shoals, between Nantucket and Martha's Vineyard, was identified Sept. 4 by Capt. Daniel Mullins of New Bedford as from the 67' scallop dragger *Gay Head*, owned by him. There was no trace of her 11-man crew, and they are presumed lost. The disaster which struck the *Gay Head* was one of the worst in the history of New Bedford.

It was believed that the *Gay Head*, last sighted 30 miles east of Nantucket Lightship Aug. 29, the day when the tail of a Florida hurricane hit New England, ran on a shoal and foundered during the storm. It is thought that all hands must have been hurled into the sea so fast they could neither man life boats or don life jackets.

The fishing vessel *Jerry and Jimmy* is believed to have been the last to see the *Gay Head*. The boat was then near the Nantucket Lightship, and it is believed that her master, Capt. Karl Haakonsen of New Bedford, was heading for the Lightship to get a bearing.

Scallop and Yellowtail Catches High

Total valuation at the caplog for fish brought into the port of New Bedford during August was \$908,804, of which \$428,697 was in scallops. Yellowtails led all other species in volume, with 3,303,200 lbs. (compared with 1,129,000 for July); on one day in August the yellowtail catch was the highest in three years.

Twenty-eight Stonington vessels which formerly landed fish at New Bedford are now selling at Point Judith.

Big Swordfish Catch

New Bedford had a big day for swordfish Aug. 3 when four boats accounted for 69 fish: the *Rose Jarvis* with 20 fish; the *Bozo* with 38 fish; the *Joarona*, 9 fish; and the *Two Brothers*, 2 fish. The swords brought 39¢ per lb.

On Aug. 17 the *Christine and Dan* landed a good-sized fare of swordfish, 44 in all.

Boat Strafed by Plane

Capt. Lee Broderick and his two-man crew, all of New Bedford, in the 35' steel-hulled *Sharker I*, escaped injury when a low-flying National Guard plane strafed their craft and No Mans Wharf at the northern tip of No Mans Land, a restricted navy bombing area, on Sept. 2.

The Seafood Producers Association is attempting to learn what safeguards can be given the fishing fleet, since many New Bedford vessels find it necessary at times to ride out storms in the nearest harbor.

Overhauling Activities

Hathaway Machinery Co., Fairhaven, has had the 90' *Elizabeth N.*, owned by Capt. Fred Nicodemus of New Bedford, up for complete engine overhaul. The New York dragger *Elva* was at the Peirce and Kilburn Corp. yard, Fairhaven, in September for major rudder repairs after the vessel had been towed in by the Coast Guard cutter *Legare* of New Bedford. D. N. Kelley and Son Inc. of Fairhaven completed a general overhaul on Capt. John G. Murley's 90' *Theresa and Jean* early in September.

The 80' *Solveig J.*, owned by Mrs. Rasmus Jacobsen, has been repaired by Palmer Scott and Co., New Bedford, following an accident in which she was rammed amidship on the starboard side.

Submarine Signal Co. installed in August a new 712Z Fathometer aboard the *Sea Hawk* of New Bedford, rebuilt by Palmer Scott after fire damaged her severely this Summer. Felix Orlan-dello is owner of the craft.

Beaconside Takes Over Casey Yard

Beaconside Boat Company, headed by Frank M. Laurence, opened officially on Union Wharf, Fairhaven, Mass., August 28. The new firm is located on the site occupied for 27 years by Casey Boatbuilding Co.

Mr. Laurence reports that he will have one of the largest marine railways in the area when expansion activities, now in

(Continued on page 49)

Builders of
Some of
the World's
Finest
Draggers and
Trawlers



DIESEL ENGINE SALES CO., Inc.

ST. AUGUSTINE, FLORIDA

progress, are completed about October 1. Major reconstruction, including rebuilding of cradles, has been underway on the largest, of four railways, which will accommodate craft up to 130 feet and 500 gross tons. Three of the yard's four ways are intended for commercial vessels.

A new dock is being built and a lifting boom, with 20-ton capacity, installed. The yard has a complete woodworking shop, foundry, blacksmith shop and welding shop. Company personnel has been increased from 22 to 26 persons.

A special effort is being made, the new manager said, to do speedy work for fishing-boat owners during the three-day layover between trips.

Cape Cod to Have New Line Trawler

Capt. George D. Goodwin of Melrose, Mass. is having a 40' line trawler built in Nova Scotia. To be named *Caroline G.*, the boat will fish out of Harwichport, and will be powered with a 55 hp. Gray Diesel, sold by J. H. Westerbeke Corp.

Tuna Entered in Largest-Fish Contest

An 8' long, 705-lb. tuna was brought from Barnstable to be entered in the largest-fish contest sponsored by the Seafood Packers of Provincetown. It was caught in the fishing trap off Sandwich in Cape Cod Bay by B. Harlow Morrow of Sandwich.

Oyster Spawning Results in Three Sets

A small-scale phenomenon occurred this Summer in small estuaries of Buzzards Bay and the south side of Cape Cod. The spawning of mature oysters on the bottom there resulted in not one set, but three. Some of the oysters from the first strike were nearly as large as quarter dollars in August, or almost equivalent to a full year's growth.

Economic Problems Discussed

Dr. Richard A. Kahn, chief of economics and cooperative marketing for the Fish and Wildlife Service, spent several days in August on lower Cape Cod discussing economic problems with persons connected with the fishing industry. Marketing conditions, the effects of declines in certain species, increasing costs of production and distribution were among the subjects covered.

Connecticut Scalloping Starts October 1

A change in regulations this year governing Connecticut scalloping will delay the opening of the season two weeks to October 1. This will make the opening date for hand dredges coincide with that of power dredges. Power dredging will again be allowed in Stonington Harbor. Experienced scallopers look for a light scallop crop this year.

Stonington Dragger Parade

In addition to the scores of land vehicles parading in Stonington on Aug. 13, Stonington Day, there was a display of seagoing craft. The most spectacular of this phase of the celebration was the morning procession of fishing boats in the harbor. Capt. Dennis Cidale made the arrangements for this event, in which 50-odd draggers participated, flying their signal flags.

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Vineyard Bailings

By J. C. Allen

The first month of Fall heaving in sight is the signal for the totalling up of the Summer doings. The good, the tough, the indifferent and the puzzling features; they are all present as you look astern, and it should make all the self-appointed prophets shrink in their hides and look for a place to stow away.

Sword is the principal feature of the Summer season from tradition. We believe, without having the benefit of any figures as yet, that there have been more of these critters within cruising distance of the Island than at any time in the past quarter-century. The probabilities are, though, that the catch has not been a record-breaker. First of all, a couple of poor seasons discouraged plenty of the gang, and they didn't fit out until late. Even then, some didn't. Secondly, we had southerly gales and plenty of fog and mist through August, which trimmed the hours for fishing down to a couple in the middle of the day, and raised the devil with things in general. But there were plenty of 'em and some splendid trips were made. Curiously, the landings didn't appear to cause any prolonged glut nor did the imports appear to knock the price down. The average price for the season held up well, and even above some years.

Fluke Back in Quantity

In 20 years or more, we have not seen as many flukes taken either by twine or hook. Fluke has been valuable stock in these bearings for years, due, we assume, to the scarcity. Ground, where they used to lay in tiers and windrows, have been bare for season after season. We talked of extermination and the like, the same as plenty of others did, but they came back. Granted that most of 'em taken inshore were small, they were plentiful and they sold well most of the season.

Scup Price High

The price of scup rose, and the demand increased. This may not have been widespread but it was noticeable in Massachusetts and New York. Scup have not been taken in any quantity either by traps, dragger or hookers this year, yet the bottom has been covered with tiny pods for miles and miles, and drifting sport-fishermen have taken them in quantities—the largest of their kind. For the most part the markets have taken all they could get and yelled for more, and certainly the price for mid-August was two to three times as good as usual.

Trap Fishermen

Trap fishermen have not fared well in these bearings. They have taken few fish, they have been bothered with drifting weed and goo, and they are discouraged as August drops into the wake. We do not feel like attempting to advise a man who has trapped fish for 40 years, and we don't try it. But we have to wonder what the records would show regarding traps if a man could look things up for 50 or 75 years back.

We know this, that the very old-time trap-fishermen set in shoal water, close to the shore, and usually on the eastern side of points. We have always thought, as regards our own waters, that the heft of all fish were trapped on a west, or ebb tide.

Sharks Bother Cod-Fishermen

We should have had a good report from our few cod-fishermen, "hookers", but the sharks ruined the luck. There's good cod-fishing on the ledges, but it will have to wait until the weather cools up some.

The lobstermen hail a failure from start to finish. The last report we had was of pots in twenty-seven fathoms, which is deep enough, and no land in sight, and still they didn't think they were off-shore far enough. Yet there are a few of the gang who believe this is a cycle and who are building more new gear for next season.

There is very little more to report for August, or in the Summer summary. Hotter than the hinges of hell for weeks and weeks, it could mean good Fall fishing.

New Brunswick Report

By C. A. Dixon

Toward the latter part of August a new school of sardines struck in the weirs in southern New Brunswick and fishermen in some localities found catches ranging from 40 to 100 hogsheads. Grand Manan weirmen got the larger hauls, although even much larger individual catches were recorded along the mainland shore in and around the Back Bay district, where shut-offs impounded from 200 to 300 hogsheads. Quite large catches were made in the Wolves Islands weirs farther out in the Bay of Fundy. The fish in most instances were of larger size than oils, but four-fish cans were packed by cutting the fish back, and the quality has been excellent. Fishermen in general say that a school of smaller fish of actual oil size, is very liable to follow the larger fish that now inhabit the waters of the Passamaquoddy Bay area.

The output of canned sardines on both sides of the border is subnormal this year, and it is doubtful whether time enough is left in 1949 to obtain a full pack, no matter what kind of fishing should take place. Fall winds and rough weather hinder fishing, and in some areas, weirs are destroyed by gales, especially those located along the back of Campobello Island and along the North shore of the Charlotte County mainland. Weirmen are hoping, however, that September and October will furnish good fishing.

Scalers Making Good

With the increase in the total catch of sardines in southern New Brunswick as August faded, came better times in the herring scale industry, and fishermen made good, particularly at Deer Island and vicinity as the fish struck in weirs that had remained blank for a long time. The coves and harbors were cleaned out of boats of all sizes and descriptions as the good news spread, and fishermen arrived home nights with fat pocketbooks after their day's scaling had been done. The demand for scales always remains greater than the supply, and this very valuable market is available nowadays throughout the year. New Brunswick fishermen sell their scales to firms located in Eastport and Lubec. The investment in boats by the scalers has increased steadily every year for the last two or three decades, and prices for scale boats are five times higher than they were only a few years ago. Even the price of dinghies has advanced at the same rate. Larger boats, of course, are being built and equipped in these days, without undue attention being paid to the cost.

Plenty of Pollock

It is too early to forecast probabilities in regard to pollock fishing or trawling for groundfish, but hopes are entertained that when the hot weather is over, fishing will take an upward swing. If squid should strike, there is no doubt that old-fashioned pollocking will take place, as there must be plenty of fish in the waters along the coast which have been feeding on shrimp for some months past, and which will turn to other kinds of food as colder weather sets in. It is expected that the demand for salt dry fish will be satisfactory this year.

Tuna Increasing in Number

Noticeable in the Bay of Fundy this Autumn is the presence of tuna fish in increasing numbers as August passed and September arrived. A number of big fish have been caught in sardine weirs at West Isles and Grand Manan. Some have been marketed in Eastport, but some were destroyed. The tuna are more or less of a pest in that they drive sardines from the weirs.

Clam and Quahog Production

For the first six months of 1949 Canada's clam and quahog production amounted to 8,733,000 lbs. valued at \$191,000. In the same period last year the quantity produced amounted to 5,374,000 lbs. valued at \$112,000. The gain this year in the six-month period amounted to 3,359,000 lbs. and the gain in value amounted to \$79,000.

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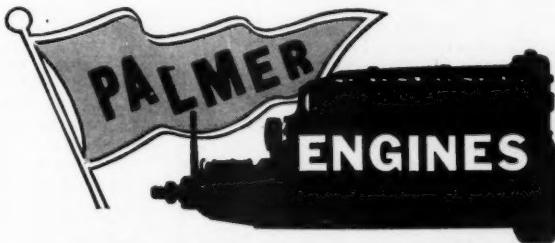


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Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers

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- *R. S. Danforth, 2121 Allston Way, Berkeley, Calif.
- *The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.
- *Northill Co., Inc., Los Angeles 45, Calif.

BATTERIES, STORAGE

- "Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
- *Surrette Storage Battery Co., Salem, Mass.
- Willard Storage Battery Co., Cleveland, Ohio.

CAN MANUFACTURERS

- Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLUTCHES

- Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGE

- Seb. Messcher, 3940-46 So. Calumet Ave., Chicago 15, Ill.
- Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES

- *Kelvin & Wilfrid O. White Co., 90 State St., Boston, Mass.
- *Marine Compass Co., Pembroke, Mass.
- *E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline, Mass.
- *Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

CORDAGE MANUFACTURERS

- American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
- *Columbian Rope Co., Auburn, N. Y.
- *The Edwin H. Titler Co., Philadelphia 24, Pa.
- *New Bedford Cordage Co., 233 Broadway, New York, N. Y.

DEPTH FINDERS

- *Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.
- *Bludworth Marine, 100 Gold St., New York 7, N. Y.
- Kaar Engineering Co., Palo Alto, Calif.
- Pilot Marine Corp., 39 Broadway, New York 6, N. Y.
- Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

DIESEL AUXILIARY SETS

- Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W Outer Drive, Detroit 23, Michigan.
- *Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.
- D. W. Onan & Sons, Inc., Minneapolis 5, Minn.
- Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.
- *Witte Engine Works, Kansas City 3, Mo.

ENGINE CONTROLS

- Sperry Products, Inc., Hoboken 1, N. J.
- *Westinghouse Air Brake Co., Wilmerding, Pa.

ENGINE MANUFACTURERS

- Diesel Engines**
- Atlas Imperial Diesel Engine Co., Oakland, Calif.
- The Buda Co., Harvey, Ill.
- *Caterpillar Tractor Co., Peoria, Ill.
- *Cooper-Bessemer Corp., Mount Vernon, O.
- *Cummins Engine Co., Columbus, Ind.
- Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W Outer Drive, Detroit 23, Michigan.
- Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
- *Fairbanks, Morse & Co., Chicago, Ill.
- *Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
- Kermath Manufacturing Co., 5896 Commonwealth Ave., Detroit 8, Mich.

The Lathrop Engine Co., Mystic, Conn.

- *Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.

Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

*Nordberg Mfg. Co., Milwaukee, Wis.

- *The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

R. H. Sheppard Co., Inc., 30 Middle St., Hanover, Pa.

Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Gasoline Engines

Atlas Imperial Diesel Engine Co., Oakland, Calif.

*Chris-Craft, Marine Engine Div., Algonac, Mich.

*Chrysler Corp., 12211 East Jefferson, Detroit, Mich.

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Kermath Manufacturing Co., 5896 Commonwealth Ave., Detroit 8, Mich.

*The Lathrop Engine Co., Mystic, Conn.

*Nordberg Mfg. Co., Milwaukee, Wis.

*Packard Motor Car Co., 1580 E. Grand Blvd., Detroit 32, Mich.

*The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

Red Wing Motor Co., Red Wing, Minn.

Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

ENGINE DEALERS

Atlantic Engine Supply, Inc., 491 Neponset Ave., Boston 22, Mass.

*Cummins Diesel Engines, Inc., 209-13 N. 22nd St., Philadelphia 3, Pa.

*Cummins Diesel Engines of New England, Inc., 18 Hurley St., Cambridge 41, Mass.

*Cummins Diesel Sales and Service of New York, Inc., 1030-1044 Leggett Ave., New York 55, N. Y.

*Diesel Marine & Equipment Corp., 342 Madison Ave., New York 17, N. Y.

The Edson Corp., 49 D St., South Boston, Mass.

Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.

Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.

H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

*The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

FILLETING MACHINES

*Fish Machinery Corp., 4 Fish Pier, Boston, Mass.

FISHING GEAR

*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY

*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FLOATS

New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FUEL INJECTION SYSTEMS

*G & K Diesel Service, 12 Atlantic Ave., Boston, Mass.

GENERATORS

The Imperial Electric Co., Akron, Ohio.

HOOKS, FISH

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*O. Mustad & Son, Oslo, Norway.

**Pflueger*: Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

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Gifford-Wood, Hudson, N. Y.

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LORAN

*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

NETS AND NETTING

*W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

Brownell & Co., Inc., Moodus, Conn.

R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

Moodus Net & Twine, Moodus, Conn.

New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.

Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

A. M. Starr Net Co., East Hampton, Conn.

OILS

Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

*Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

PAINTS

Americoat Division, P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.

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*International Paint Co., Inc., 21 West St., New York, N. Y.

*Pettit Paint Co., Belleville, N. J.

Pittsburgh Plate Glass Co., Pittsburgh, Pa.

Tarr & Wonson, Ltd., Gloucester, Mass.

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The Teckkote Co., 821 W. Manchester Ave., Inglewood, Calif.

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Fisher Research Laboratory, Inc., Palo Alto, Calif.

Kaar Engineering Co., Palo Alto, Calif.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

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Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
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*Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

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RUST PREVENTIVE

Sudbury Laboratory, Box 780, South Sudbury, Mass.

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Standard Dry Wall Products, Box X, New Eagle, Pa.

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Bath Iron Works, Bath, Me.

*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.

Bristol Yacht Building Co., South Bristol, Maine.

Camden Shipbuilding & Marine Railway Co., Camden, Me.

*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

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Electric Boat Co., Groton, Conn.

*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

Luders Marine Construction Co., Stamford, Conn.

Newbert & Wallace, Thomaston, Maine.

*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

Southwest Boat Corp., Southwest Harbor, Me.
Webber's Cove Boat Yard, East Blue Hill, Me.

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Sounding-Lead

(Continued from page 9)

Iceland, Newfoundland, Norway and other producing areas.

Reporting the results of an extensive survey of the cod industry, FAO said demand for salted fish is high despite prices that are four times their pre-war level. "Temporary gluts, however, emphasize the instability of markets," it continued.

"Many salted fish exporting countries are expanding their fishing capacity, and landings are likely to increase further. If the present expanded markets for fresh and frozen products contract, some of the raw material now being utilized in these forms will be processed as salted and dried fish, and so add further to the substantial quantities which are already being produced."

The survey showed that Spain, Portugal, Italy, and Greece imported 63% of the salted fish entering International trade during the interwar period. The Caribbean and Latin American countries accounted for most of the remaining 37%, it is said.

During the war production dropped sharply, but in the post-war era has come back strongly. The 1947 production of 253,064 tons was above the pre-war average. Although early 1948 production in some areas dropped due to bad weather and other causes the FAO said conditions were improving now.

DOMINICAN FISHERIES In its first attempt to engage in large-scale commercial fishing, the Dominican Republic has approved a contract with a private company to develop a major export industry in shrimp, spiny lobsters, shark products and other fishery items.

In addition to a complete survey of Dominican fish waters, the Company's plans include the establishment of fish hatcheries, the construction of packing houses, wharves, an ice plant and other installations for a major project. To build up the fishing fleet, it will supply Dominican fishermen with vessels and equipment.

The company's contract exempts it from import duties and taxes in connection with its operations and includes a clause retaining for the Dominican government the right to acquire the company's property and equipment at cost less depreciation when the contract expires. It is subject to cancellation at the end of the first year if the company fails to operate with at least 50 motor vessels and 200 employees.

The plan to expand Dominican fisheries is in line with the broad economic development program of President Rafael L. Trujillo, aimed at bringing the Republic to a peak of economic self-sufficiency. The annual catch by Dominican fishermen in previous years has been in the neighborhood of only about 1,000,000 lbs., and a considerable quantity of salt fish has had to be imported each year.

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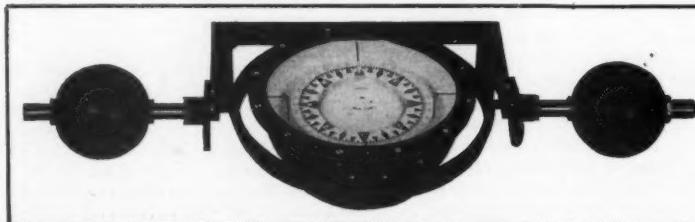
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